

Performance and Production Review of the Florida Department of Transportation

*A Report by the
Florida Transportation Commission*



Fiscal Year
2021-2022

About the Cover:

**SunTrax Test Facility
Florida's Turnpike Enterprise**

As part of the Enterprise's asset inventory, SunTrax is a technology testing center poised to advance the future of transportation. The facility is completing the second phase of construction which adds 11 test sectors ranging from wet test tracking to urban simulated cities. Once the facility is complete, SunTrax will provide opportunities for all sectors of the transportation industry the ability to test in a controlled environment. The variety of the test sectors will maximize the site's flexibility, providing challenging environments for robust development. The Enterprise conducts its tolls testing onsite, both on existing hardware and software systems, as well as testing for future generations of tolling equipment, interoperable solutions and electronic payment systems. This dynamic testing facility solidifies Florida as a leader in the development of advanced mobility solutions. SunTrax actively partners with a host of state and local leaders, transportation and tolling professionals, and industry experts to truly demonstrate a collective effort in developing this one-of-a-kind facility.

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Preface

The Florida Transportation Commission was established in 1987 by the Florida Legislature and is responsible for reviewing, evaluating, and monitoring the Florida Department of Transportation's policies, transportation systems, and budgets. The members of the Commission are appointed by the Governor to serve four-year terms. Commissioners must have private sector business managerial experience and must represent transportation needs of the state as a whole and may not place state needs subservient to those of any area. The Transportation Commission could be compared to a private corporation's board of directors.



Ronald Howse
Chairman



David Genson
Vice Chairman



John Browning



Richard Burke



Julius Davis



Russell "Rusty" Roberts



Alex Lastra

Purpose of this Report

The mission of the Florida Department of Transportation is to “provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.” FDOT takes this directive very seriously as it moves forward with the Five-Year Work Program.

The Florida Transportation Commission was tasked with oversight responsibility in 1990, when the Florida Legislature created s. 334.045, Florida Statutes. This statute directed the Commission to develop transportation performance and productivity measures.

Performance measurement focuses the attention of decision-makers, practitioners, and the public on the operating performance of the transportation system. These measures are an important mechanism for increasing awareness of management and operations methods and provide a means to link a transportation agency's perspective with the experience of those who use the transportation system.

The Transportation Commission is further charged with developing this system of measurement to be both quantitative and qualitative. Additionally, the measures should, to the maximum extent possible, assess those factors that are within the Department's control. The Commission submits its findings to the Governor and the legislative transportation and appropriations committees. If the Commission finds that the Department failed to perform satisfactorily, actions to be taken to improve performance are recommended.

The performance measures presented here were derived through extensive effort by a working group composed of representatives from the Transportation Commission, the Department, and the transportation industry. The annual *Performance and Production Review of the Florida Department of Transportation* evaluates how effectively the Department has addressed the transportation needs of our state through the implementation of its work program.

The Latest in Measuring Performance

This report utilizes performance measures produced by the 2020 performance measure working group.

This working group, comprised of industry leaders and stakeholders including Florida Transportation Commission members, academia, and Department and Commission staff, was convened in May 2020. The group was tasked with reducing the total number of measures with a focus on clear, simple, and meaningful goals that not only conform with the Commission's statutory dictates, but also align with Governor Ron DeSantis' transportation priorities as well as the Department's Vital Few: Improve Safety, Enhance Mobility, and Inspire Innovation.

Approval of the new system of performance measurement was requested by Commission staff and granted by the Commission in August 2020.

Executive Summary

As Florida's population continues to increase, the Department's mandate to provide an effective and efficient transportation system grows proportionally. Such a system is required of a state's economy as it provides citizens with reliable options for both personal and professional travel. FDOT updated its [Emerging Trends](https://tinyurl.com/2022EmergingTrends)¹ document in July of 2022.

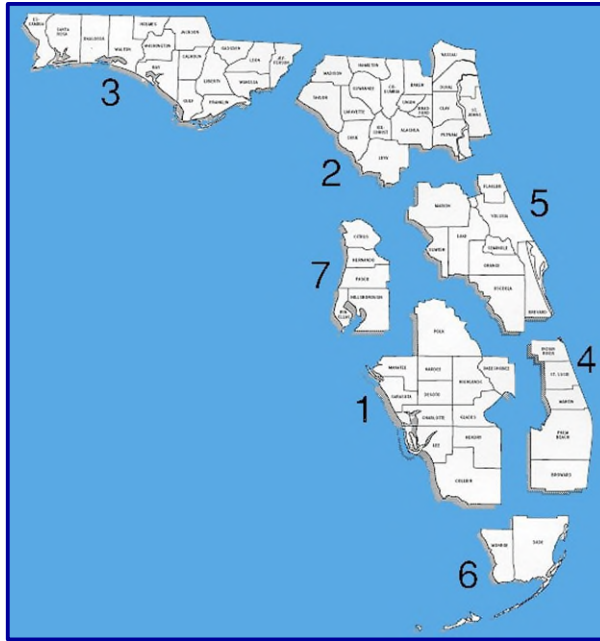
Florida's complex and successful transportation network has a substantive beneficial effect on the state's economy. The commercial exchange of goods and services and the movement of people and freight are most efficient with a seamless, multi-modal, and intermodal transportation system. FDOT continues to play a pivotal role in the development, support, and deployment of electrical vehicle (EV) infrastructure. The National Electric Vehicle Infrastructure (NEVI) Program is estimated to provide the Department with \$198 million over five years to address EV charging needs for passenger vehicles and light duty trucks. Current FDOT EV infrastructure information is located [here](https://tinyurl.com/InfrastructureForEV)². The economy depends on our roads, transit systems, railways, seaports, and airports, which provide businesses, residents, and visitors with connections to each other, the country, and the rest of the world.

The Department performed very well this fiscal year, continuing a long-standing positive trend. There are 15 measures used by the Commission to evaluate the Department's performance. These measures assess major Department functions, measure a product or an outcome, and are, to the greatest extent possible, within FDOT's control. The focus of this review is on these 15 measures.

Construction commenced on 140.6 lane miles of additional roadway to the State Highway System (SHS). The Department also let to contract 2,466.8 lane miles of roadway to be resurfaced on the SHS. A total of 499 construction contracts valued at \$3.57 billion were let during the year. This includes 91 contracts that were not in the original plan but were added during fiscal 2021-22. There were 78 bridge repair projects of 89 planned (or 88%) and 19 bridge replacement projects of 21 planned (or 90%). FDOT let 1,543 consultant contracts (for preliminary engineering, design, right of way, and construction engineering and inspection services) valued at \$1.28 billion. This includes 433 contracts that were added during the year. By the end of fiscal 2021-22, the Department completed 270 construction projects with a value of \$1.80 billion. Of the 270 construction contracts, 230 (or 85.2%) were completed within 20% of their original contract time and 248 (or 91.9%) were completed within 10% of their original contract amount.

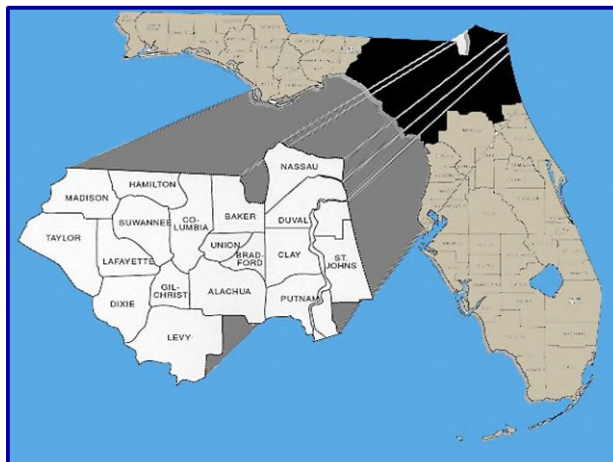
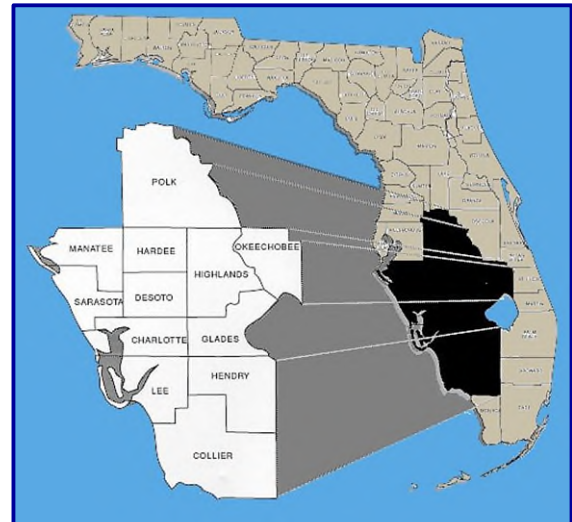
1. <https://tinyurl.com/2022EmergingTrends>
2. <https://tinyurl.com/InfrastructureForEV>

State and District Profiles

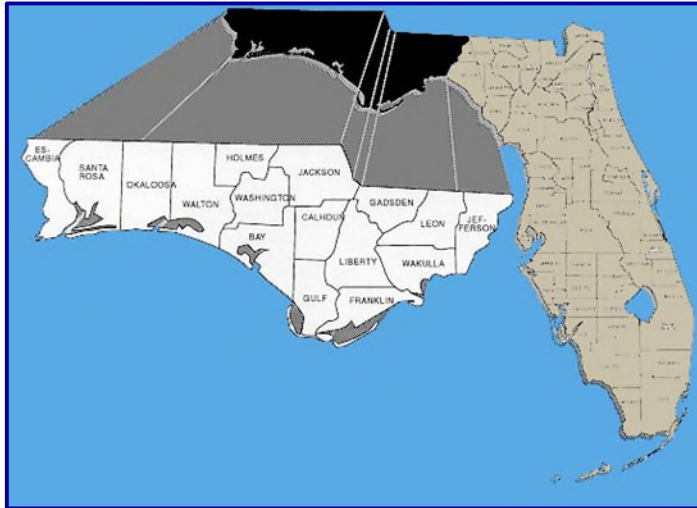


Overview of the State: Florida, with a population of nearly 22 million residents, covers an area of 54,157 square miles, representing 67 counties. The State Highway System is composed of 44,976 lane miles with 7,079 bridges. There are 30 urban public transit systems; 674 active aviation facilities, including 20 offering commercial service; 2,746 railway miles; 15 deep-water ports; and 8 active space launch sites.

Overview of District One: District One, with a population of approximately 3 million residents, covers an area of 11,629 square miles, representing 12 counties in southwest Florida. The State Highway System in the District is composed of 6,623.1 lane miles with 945 bridges including 14 movable bridges. There are 6 MPO/TPO's, 6 transit agencies, 26 aviation facilities, 3 of which offer commercial service, 4 major rail lines and 1 deep-water port.

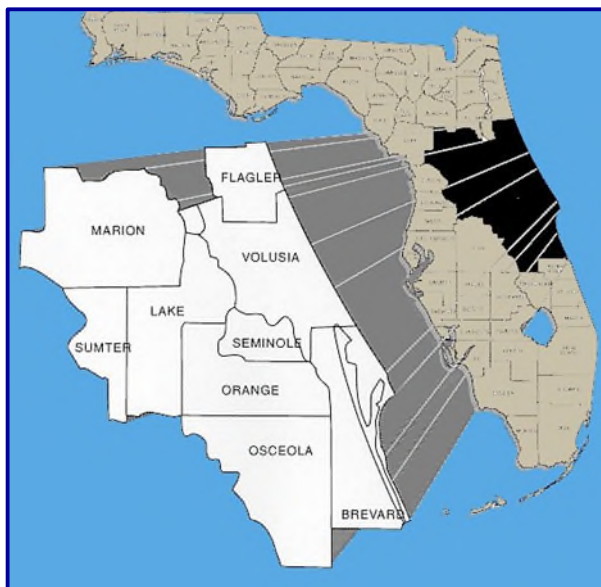
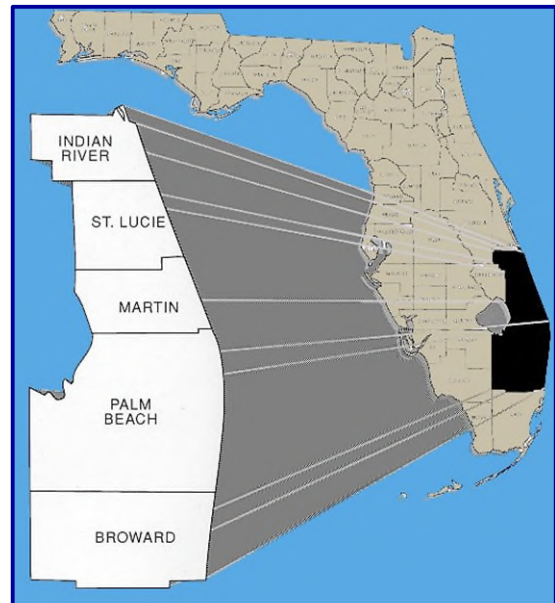


Overview of District Two: District Two, with approximately 2.1 million residents, covers an area of 11,865 square miles, representing 18 counties in northeastern Florida. The State Highway System in the District is composed of 8,354.2 lane miles with 1,281 bridges including 5 movable bridges. There are 3 transit agencies, 116 aviation facilities, 2 of which offer commercial service, 7 major rail lines, 2 deep-water ports and a spaceport.

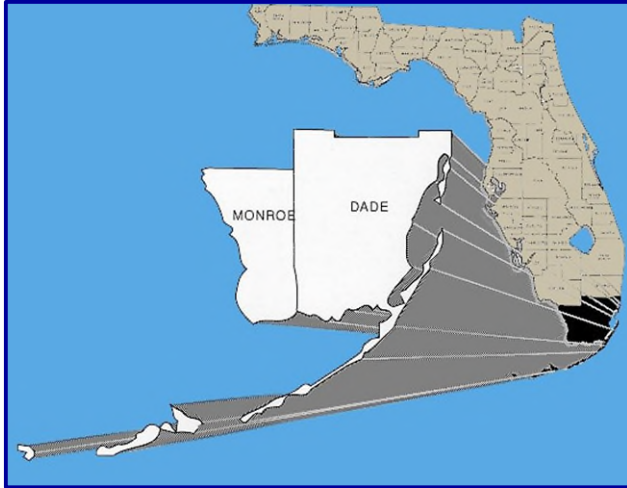


Overview of District Three: District Three, with a population of approximately 1.5 million residents, covers an area of 11,500 square miles, representing 16 counties in Florida's panhandle. The State Highway System in the District is composed of 6,855.7 lane miles with 829 fixed bridges. There is a total of 12 transit organizations, 4 mass transit systems and 8 rural public transportation agencies. There are 97 aviation facilities, 4 of which offer commercial service, 5 major rail lines and 3 deep-water ports.

Overview of District Four: District Four, with 4.1 million residents, covers an area of 5,000 square miles, representing 5 counties in southeastern Florida. The State Highway System (SHS) in the District is composed of 5,789.5 lane miles with 776 bridges including 37 movable bridges. There are 6 transit authorities, 92 aviation facilities, 4 rail lines and 3 deep-water ports.

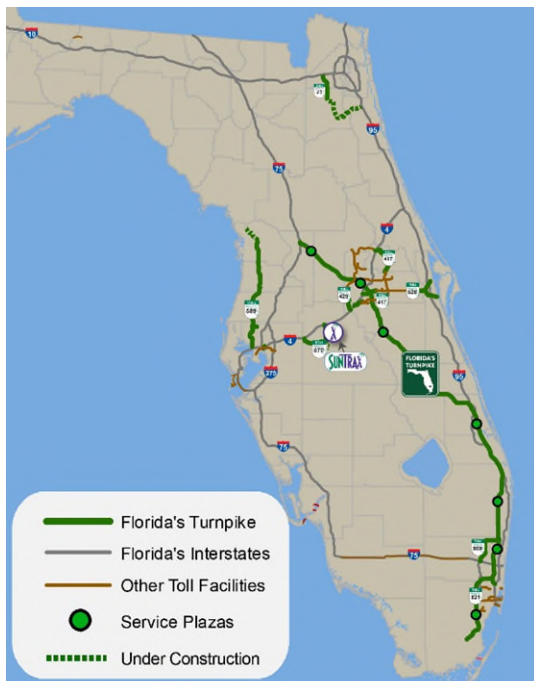
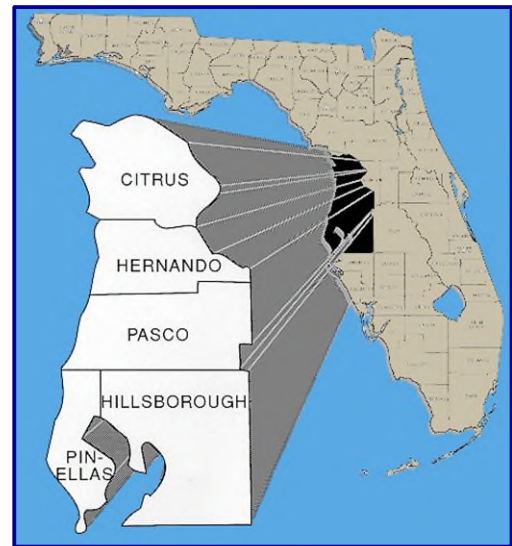


Overview of District Five: District Five, with a population of approximately 4.4 million residents, covers an area of 8,282 square miles, representing 9 counties in central Florida. The State Highway System in the District is composed of 8,774.7 lane miles with 1,200 bridges, including 8 movable bridges. There are 7 transit agencies, 149 aviation facilities (4 of which offer commercial service), 4 major rail lines, 1 deep-water port and 2 spaceports.



Overview of District Six: District Six, with a population of approximately 2.7 million residents, covers an area of 2,929 square miles, representing Miami-Dade and Monroe Counties in Southeastern Florida. The State Highway System in the District is composed of 3,164.5 lane miles with 649 bridges, 15 of which are movable bridges. There are two transit agencies (Miami-Dade Transit, Key West Transit), seven aviation facilities, three major rail lines and two deep-water ports (Port of Miami, Port of Key West).

Overview of District Seven: District Seven, with a land area of nearly 3,332 square miles, represents five counties with 3.4 million residents in the Tampa Bay area. Drivers in the district travel more than 40.1 million miles daily. The State Highway System in the District is composed of 5,075 lane miles with 753 bridges including 10 movable bridges. FDOT provides capital and operating assistance to five public transit agencies in the district. Eleven public use airports, two of which offer commercial service, two deep-water ports and one major rail line also operate in the bay area.



Overview of Florida's Turnpike Enterprise: Florida's Turnpike Enterprise, referred to as the Enterprise, is comprised of the Turnpike System and statewide toll operations. The Turnpike System includes the 312-mile Mainline and 11 expansion facilities throughout the State. The Turnpike System is comprised of 511 centerline miles and generates over \$1 billion in annual toll and concession revenues. There are eight service plazas strategically located along the Mainline offering food, fuel, and amenities to travelers, including a total of 93 Electric Vehicle (EV) Chargers. Florida's Turnpike Enterprise also manages and maintains SunTrax, an award-winning transportation and tolling test facility, located in Auburndale. In total, the Enterprise processes nearly 2 billion customer transactions and manages 34 million customer accounts.

Fiscal Year 2021/2022 Department of Transportation Performance

Fiscal year 2021/2022 represents the thirty-first year of the Florida Transportation Commission's annual evaluation of the Department of Transportation's performance.

The Commission uses 15 measures to evaluate the performance of the Department. These measures assess major departmental functions, evaluate a product or an outcome, and are, to the greatest extent possible, within the Department's control. As a result, these measures reflect the issues on which the Commission places the most weight.



SunRunner Bus Rapid Transport (BRT)
District 7

| Florida Transportation Commission - Performance Measures Scorecard | | | |
|---|--|--|---------|
| Performance Measure | | Objective | FY 2022 |
| Safety of the Current State System | | | |
| 1 | Reduction of the number of fatalities all public roads in Florida calendar year over year. | <3,340 | 3,725 |
| Production | | | |
| Consultant Contracts | | | |
| 2 | The consultant contract dollars let as a percentage of the original estimated amount. | 95% to 105% | 97.1% |
| 3 | Consultant contracts let compared to the number of consultant contracts planned for the year. | 95% to 105% | 96.5% |
| Construction Contracts | | | |
| 4 | Contract time: For all construction contracts completed during the year, the percentage of those contracts that were completed within 120% of the original contract time. | 80% | 85.2% |
| 5 | Contract cost: For all construction contracts completed during the year, the percentage of those contracts that were completed at a cost within 110% above the original contract amount. | 90% | 91.9% |
| 6 | The construction contract dollars let as a percentage of the original estimated amount. | 95% to 105% | 102.1% |
| 7 | Construction contracts let as compared to the number planned. | 95% | 94.7% |
| Preservation of the state highway system | | | |
| 8 | The percentage of lane miles on the State Highway System having a pavement condition rating of excellent or good. | 80% | 81.3% |
| 9 | Achieve a maintenance rating of at least 80 on the State Highway System. | 80 | 83 |
| 10 | The percentage of bridge structures on the State Highway System having a condition rating of excellent or good. | 90% | 94.5% |
| Capacity/Mobility | | | |
| 11 | Time it takes to clear incidents. | 60 minutes | 47.3 |
| Financial Management | | | |
| 12 | Adopt a balanced work program and cash management within the statutory requirements. ¹ | Yes/No | Yes |
| | | Operating Budget Reversions: 10% | 9.5% |
| | | Roll Forward: 10% to 12% | 18.1% |
| Disadvantaged Business Enterprise and Minority Business Enterprise Programs | | | |
| 13 | The MBE utilization rate expressed as a percentage of all executed state and federal construction and consultant contracts. | 7.29% | 7.38% |
| 14 | The dollar volume of DBE participation as a percentage of all executed federal and state construction and consultant contracts. | 10.65% | 11.23% |
| Business Development Initiative | | | |
| 15 | Utilization of services with small business enterprises. | 10% of construction, maintenance, and other contractual services | 11.2% |
| | | 15% of professional services contracts | 24.4% |

I. Maintain a minimum end of quarter cash balance of the lesser of 5% of outstanding obligations or \$50 million.

Safety of the Current State System

Highway safety has always been the highest priority of the Florida Department of Transportation. Its programs and activities strive to reduce the number of traffic crashes and the resulting injuries and fatalities. Improved safety requires coordination with many state and local agencies, since the Department has limited control over factors such as driver skill or impairment, presence and use of safety equipment, vehicle condition, local roads, and weather conditions.

FDOT updated the [Strategic Highway Safety Plan](https://tinyurl.com/2021HighwaySafetyPlan)³ in March 2021.

Measure: Reduction of the calendar year-to-year number of fatalities on Florida's state highway system, with the ultimate target of zero.

Result: The 2021 fatality total in Florida grew from 3,340 (updated from the Fiscal 2021 PPR) in 2020 to 3,725 in 2021, an increase of 11.5%. While this percentage might seem alarming on its face, it is proportional to the increase in daily vehicle miles traveled coming out of the Covid-19 pandemic. Another contributing factor: the Bureau of Economic and Business Research estimates Florida's population increased 1.7% from 21.5 million in April 2020 to 21.9 million in July of 2021. This growth (nearly 1,000 people a day) leads to a substantial increase in road usage.

| | Calendar 2020 | Calendar 2021 |
|-------------------|------------------|------------------|
| Fatalities | 3,340 | 3,725 |

| | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter |
|----------------------|----------------|----------------|----------------|----------------|
| Calendar 2020 | 838 | 788 | 774 | 940 |
| Calendar 2021 | 992 | 913 | 879 | 941 |
| Difference | 154 | 125 | 105 | 1 |

| | District | | | | | | | |
|---------------|----------|-----|-----|-----|-----|-----|-----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | TP |
| Calendar 2020 | 518 | 448 | 288 | 522 | 674 | 316 | 508 | 66 |
| Calendar 2021 | 585 | 461 | 335 | 541 | 747 | 382 | 607 | 67 |
| Difference | 67 | 13 | 47 | 19 | 73 | 66 | 99 | 1 |

Source: Florida Dept. of Transportation State Safety Office's Crash Analysis Reporting (CAR) database as of July 14, 2022. The data has been compiled from information collected for the purpose of identifying, evaluating, or planning safety enhancements. It is used to develop highway safety construction improvements projects which may be implemented utilizing Federal Aid Highway funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Department of Transportation. See Title 23, United States Code, Section 409. Pursuant to Title 23 U.S.C Section 407, the information provided to you is not subject to discovery and is not admissible into evidence.

3. <https://tinyurl.com/2021HighwaySafetyPlan>

Production

Annually, the Department develops a detailed plan (Work Program) of the transportation projects it has committed to undertake during the next five years. The Department schedules each project by phase (e.g., design, right-of-way, construction) and estimates the cost of each phase. The construction phase cannot begin until the Department lets the project (carries out the bidding process) and awards a construction contract to the construction firm that will build the facility.

Consultant Contracts

This measure is an indicator of how well the Department develops its financial plan and negotiates consultant contracts. If the percentage of the dollar value of contracts let is tracking below 100%, then contracts were negotiated at a price less than what the Department had planned. If the percentage tracks too far above 100%, then the Department is not effectively developing its financial plan.

Measure: To let consultant contracts from 95% to 105% of the original plan value.

Result: The total dollar value of the consultant contracts let is \$991.1 million, or 97.1% of the Department's plan of \$1.02 billion. The Department let consultant contracts totaling \$293.2 million that were not in the plan.

Consultant Contract Dollars

| \$ in Millions | Fiscal Year | | | | |
|-------------------|-------------|-----------|-----------|-----------|-----------|
| | 2017/2018 | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 |
| Plan | \$929.1 | \$1.01 B | \$1.06 B | \$1.07 B | \$1.02 B |
| Actual | \$900.6 | \$997.2 | \$1.02 B | \$980.5 | \$991.1 |
| % of Plan | 96.9% | 98.6% | 96.3% | 91.4% | 97.1% |

| \$ in Millions | District | | | | | | | |
|-------------------|----------|---------|---------|---------|---------|---------|---------|----------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Turnpike |
| Plan | \$106.0 | \$103.1 | \$126.9 | \$138.1 | \$156.9 | \$100.6 | \$151.0 | \$138.0 |
| Actual | \$97.5 | \$96.3 | \$121.0 | \$139.7 | \$161.8 | \$102.9 | \$140.1 | \$131.8 |
| % of Plan | 92.0% | 93.4% | 95.4% | 101.2% | 103.1% | 102.3% | 92.8% | 95.5% |

Additionally, the number of consultant contracts successfully let relative to the number planned is a valuable indicator of the Department's planning performance. While there are acceptable reasons for not executing a specific contract, FDOT strives to let the maximum number of planned consultant contracts possible.

Measure: To let not less than 95% of those consultant contracts planned to be let during the year.

Result: The Department let 1,110 (or 96.5%) of 1,150 consultant contracts planned for the year. The Department let 433 such contracts that were not in the plan.

Number of Consultant Contracts

| | Fiscal Year | | | | |
|------------------|-------------|-----------|-----------|-----------|-----------|
| | 2017/2018 | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 |
| Plan | 1,075 | 1,065 | 1,165 | 1,081 | 1,150 |
| Actual | 1,062 | 1,059 | 1,139 | 1,051 | 1,110 |
| % of Plan | 98.8% | 99.4% | 97.8% | 97.2% | 96.5% |
| Additions | 357 | 374 | 356 | 250 | 433 |
| Total | 1,419 | 1,433 | 1,495 | 1,301 | 1,543 |

| | District | | | | | | | |
|------------------|----------|-------|-------|-------|-------|-------|-------|----------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Turnpike |
| Plan | 148 | 115 | 134 | 225 | 144 | 187 | 153 | 44 |
| Actual | 140 | 110 | 130 | 218 | 142 | 182 | 144 | 44 |
| % of Plan | 94.6% | 95.7% | 97.0% | 96.9% | 98.6% | 97.3% | 94.1% | 100.0% |
| Additions | 13 | 99 | 11 | 70 | 107 | 18 | 69 | 46 |
| Total | 153 | 209 | 141 | 288 | 249 | 200 | 213 | 90 |



I-75 / State Road 70 Interchange
District 1

Construction Contracts

Time Adjustments

Original contract time typically increases due to extensions granted for inclement weather conditions or other legitimate reasons. However, when a contractor fails to complete the project within the original contract time plus any authorized time extensions, they are declared delinquent by the Department and must pay liquidated damages for each additional day.

Measure: Not less than 80% of construction contracts completed within 20% above the original contract time.

Result: 230 (or 85.2%) of 270 construction contracts were completed within 20% of their original contract time.

Construction Contract Time

| | Fiscal Year | | | | |
|--------------------|-------------|-----------|-----------|-----------|-----------|
| | 2017/2018 | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 |
| Contracts | 296 | 301 | 314 | 331 | 270 |
| # <= 20% | 257 | 261 | 270 | 278 | 230 |
| % <= 20% | 86.8% | 86.7% | 86.0% | 84.0% | 85.2% |
| # > 20% | 39 | 40 | 44 | 53 | 40 |
| % > 20% | 13.2% | 13.3% | 14.0% | 16.0% | 14.8% |

| District | Contracts | <= 20% | <= 20% | > 20% | > 20% |
|-----------------|-----------|--------|--------|-------|-------|
| 1 | 36 | 31 | 86.1% | 5 | 13.9% |
| 2 | 50 | 39 | 78.0% | 11 | 22.0% |
| 3 | 40 | 33 | 82.5% | 7 | 17.5% |
| 4 | 32 | 30 | 93.8% | 2 | 6.3% |
| 5 | 40 | 33 | 82.5% | 7 | 17.5% |
| 6 | 32 | 31 | 96.9% | 1 | 3.1% |
| 7 | 28 | 22 | 78.6% | 6 | 21.4% |
| Turnpike | 12 | 11 | 91.7% | 1 | 8.3% |

There were 270 construction contracts completed. The aggregate original time allowed for completion of those contracts was 78,887 days. There were 10,100 additional days (or 12.8% of aggregate original time) used in the completion of those contracts (this does not take into consideration contracts finished early).

Thirteen contracts accounted for 50% of the additional days. These are presented in the [Informational Appendix](#) on page 50.



I-95 Express Phase 3B-1
District 4

Cost Adjustments

It is generally accepted in the construction industry that the contract amount will increase by a small percentage of the original bid amount due to a variety of unanticipated conditions and unexpected events. Even though a small percentage increase in cost is to be expected, and the Department reserves funds for this purpose, significant cost increases could result in delaying other planned projects and could indicate a problem in quality of design plans and specifications or in contract management.

Measure: Not less than 90% of the construction contracts completed at a cost within 10% above the original contract cost.

Result: 248 (or 91.9%) of 270 construction contracts were completed within 10% of their original contract amount.

Construction Contract Cost

| | Fiscal Year | | | | |
|--------------------|-------------|-----------|-----------|-----------|-----------|
| | 2017/2018 | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 |
| Contracts | 296 | 301 | 314 | 331 | 270 |
| # <= 20% | 278 | 277 | 283 | 310 | 248 |
| % <= 20% | 93.9% | 92.0% | 90.1% | 93.7% | 91.9% |
| # > 20% | 18 | 24 | 31 | 21 | 22 |
| % > 20% | 6.1% | 8.0% | 9.9% | 6.3% | 8.1% |

| District | Contracts | <= 10% | <= 10% | > 10% | > 10% |
|-----------------|-----------|--------|--------|-------|-------|
| 1 | 36 | 34 | 94.4% | 2 | 5.6% |
| 2 | 50 | 44 | 88.0% | 6 | 12.0% |
| 3 | 40 | 40 | 100.0% | 0 | 0.0% |
| 4 | 32 | 30 | 93.8% | 2 | 6.3% |
| 5 | 40 | 36 | 90.0% | 4 | 10.0% |
| 6 | 32 | 29 | 90.6% | 3 | 9.4% |
| 7 | 28 | 23 | 82.1% | 5 | 17.9% |
| Turnpike | 12 | 12 | 100.0% | 0 | 0.0% |

There were 270 construction contracts completed during the fiscal year. The total aggregate original contract dollar amount (less contingency pay items) allowed for completion of those contracts was \$1.73 billion. There were \$80.6 million (or 4.7%) in additional costs in the completion of those contracts.

Ten contracts accounted for approximately 50% of the additional costs. These are presented in the [Informational Appendix](#) on page 51.

Notable here is the portion of the final amount paid attributable to avoidable supplemental agreements. That portion is broken down further to reflect the number of supplemental agreements that added value to the project and the amount that did not.

Cost increases are authorized by "supplemental agreement" (a contract amendment authorizing the contractor to perform additional work and to receive additional payment). If the Department disagrees with a request for additional payment by the contractor, the contractor files a claim which, when resolved (through administrative or legal channels), may be paid in part or in full and may also add to project cost. Individual work items on a contract may be increased up to five percent as a minor cost overrun. Minor cost overruns are common due to the difficulty of estimating the exact quantities of individual work items required on a project. Any increase over five percent requires authorization via a supplemental agreement.

Of the \$1.80 billion paid on the 270 completed construction contracts, a total of \$21.4 million (or 1.2%) was deemed avoidable supplemental agreements. Of the \$21.4 million avoidable supplemental agreement amount, \$12.6 million (or 0.7% of the grand total) added value to the completed projects.

The tables below indicate that of the total amount paid for construction contracts (including supplemental agreements and other cost adjustments), only \$8.8 million (or 0.5%) went to pay for supplemental agreements that did not add value to projects and can be considered unnecessary expenditures. The Commission recommends the Department focus on these supplemental agreements to identify potential areas of improvement

| | Amount | Percentage |
|---------------------------------|-----------------|------------|
| Original Contract Amount | \$1,728,385,599 | 96.1% |
| Unavoidable SAs | \$48,303,819 | 2.7% |
| Avoidable SAs | \$21,369,444 | 1.2% |
| Total Amount Paid | \$1,798,058,861 | 100.0% |

| Avoidable Supplemental Agreements | | |
|-----------------------------------|--------------|--------|
| Value Added | \$12,597,382 | 59.0% |
| No Value Added | \$8,772,062 | 41.0% |
| Total | \$21,369,444 | 100.0% |

The next chart identifies the party responsible for the supplemental agreements that were avoidable and added no value to the project.

| Responsible Party | Amount | Percentage |
|-----------------------------|-------------|------------|
| Third Party | \$5,551,555 | 63.3% |
| FDOT Staff | \$1,967,950 | 22.4% |
| Consultants | \$1,252,557 | 14.3% |
| No Value Added Total | \$8,772,062 | 100.0% |

Note: Third Party refers to local governments and utility companies.



*I-395 / State Road 836 / I-95 Design-Build Project
(District 6)*

Construction Contract Lettings

This measure is an indicator of how well the Department develops its financial plan and estimates the construction contract amounts and the number of construction contracts. If the percentage of the dollar value of contracts executed is tracking below 100%, then contracts were executed at a price less than what the Department had planned. If the percentage tracks too far below 100%, then the Department is overestimating project amounts which ties up dollars in its financial plan that can be allocated towards other projects or for other purposes.

Measure: The letting of construction contracts from 95% to 105% of the planned amount.

Result: The 408 projects that were in the plan and let during the year were estimated to cost a total of \$2.88 billion. They were let at an actual cost of \$2.94 billion, or 102.1% of the estimate. The

Department let 91 construction contracts not in the plan, totaling \$629.3 million.

Construction Contract Dollars

| \$ in Billions | Fiscal Year | | | | |
|------------------|-------------|-----------|-----------|-----------|-----------|
| | 2017/2018 | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 |
| Plan | \$2.97 | \$2.64 | \$3.25 | \$2.36 | \$2.88 |
| Actual | \$2.67 | \$2.53 | \$3.36 | \$2.12 | \$2.94 |
| % of Plan | 89.8% | 95.8% | 103.2% | 90.0% | 102.1% |

| \$ in Millions | District | | | | | | | | |
|------------------|----------|---------|---------|---------|---------|---------|---------|---------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | TP | CO |
| Plan | \$256.3 | \$308.5 | \$370.8 | \$348.0 | \$606.4 | \$287.8 | \$341.6 | \$345.4 | \$11.7 |
| Actual | \$233.7 | \$311.6 | \$431.0 | \$302.8 | \$496.6 | \$323.4 | \$426.2 | \$400.4 | \$11.8 |
| % of Plan | 91.2% | 101.0% | 116.2% | 87.0% | 81.9% | 112.4% | 124.8% | 115.9% | 100.9% |



*I-4 and State Road 557
(District 1)*

As with consultant contracts, while there are valid reasons for not executing some construction contracts, many of which are out of the Department's control, the objective is to execute no less than 95% of those contracts planned to be let during the year.

Measure: To let not less than 95% of those construction contracts planned.

Result: The Department achieved 94.7% of its plan, having let 408 of the 431 construction contracts it planned to execute during the year. Additionally, the Department let 91 such contracts not in the plans.

Number of Construction Contracts

| | Fiscal Year | | | | |
|------------------|-------------|-----------|-----------|-----------|-----------|
| | 2017/2018 | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 |
| Plan | 398 | 387 | 465 | 380 | 431 |
| Actual | 390 | 384 | 460 | 369 | 408 |
| % of Plan | 98.0% | 99.2% | 98.9% | 97.1% | 94.7% |
| Additions | 25 | 22 | 36 | 14 | 91 |
| Total | 415 | 406 | 496 | 383 | 499 |

| | District | | | | | | | | |
|------------------|----------|-------|-------|-------|-------|-------|--------|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | TP | CO |
| Plan | 68 | 53 | 70 | 56 | 65 | 51 | 43 | 21 | 4 |
| Actual | 62 | 49 | 66 | 54 | 60 | 49 | 43 | 21 | 4 |
| % of Plan | 91.2% | 92.5% | 94.3% | 96.4% | 92.3% | 96.1% | 100.0% | 100.0% | 100.0% |
| Additions | 13 | 26 | 8 | 7 | 1 | 7 | 27 | 2 | 0 |
| Total | 75 | 75 | 74 | 61 | 61 | 56 | 70 | 23 | 4 |



State Road 202 (Butler Boulevard) and San Pablo Road Diverging Diamond Interchange
District 2

Preservation of the State Highway System

Billions of taxpayer dollars have been invested over many years for the construction and preservation of Florida's roads, bridges, and other transportation facilities. While it is not economically feasible to maintain every road and bridge in "like new" condition, or immediately replace or upgrade every facility that becomes functionally obsolete, the Department should be expected to correct structural deficiencies before safety is threatened and before damage becomes so severe as to necessitate costly major reconstruction.

Road pavement requires periodic resurfacing. This process preserves the structural integrity of highway pavements and includes resurfacing, rehabilitation, and minor reconstruction. Failure to resurface a road in a timely fashion can result in damage to the road base, necessitating costly reconstruction work. The Department measures the condition of road pavements on an annual basis. Road segments that do not meet predefined pavement condition standards are considered deficient and are subsequently scheduled for repair in the Department's Five-Year Work Program.

Florida law requires the Department meet the annual needs for resurfacing of the State Highway System through regular maintenance. This process helps avoid high repair bills and prolongs the useful life of transportation facilities.

Pavement Condition

Measure: Not less than 80% of all lane miles on the State Highway System with a Pavement Condition Rating (PCR) of either "excellent" or "good." Pavement meeting these Department standards is defined as that which received at least a 6.5 out of ten score in the rating factors of ride quality, crack severity, and rutting.

Result: The percentage of lane miles on the State Highway System with a pavement condition rating of either "excellent" or "good" is 81.3%, meeting the measure but down from last year's 83.6%.

| FHWA Rating | Condition Rating | Lane Miles | Percentage of Total |
|-------------|------------------|------------|---------------------|
| 8.5 to 10 | Excellent | 10,017.6 | 22.2% |
| 6.5 to 8.4 | Good | 26,750.1 | 59.2% |
| 4.5 to 6.4 | Fair | 6,225.2 | 13.8% |
| 0 to 4.4 | Poor | 2,228.3 | 4.9% |
| Totals | | 45,221.2 | 100.0% |

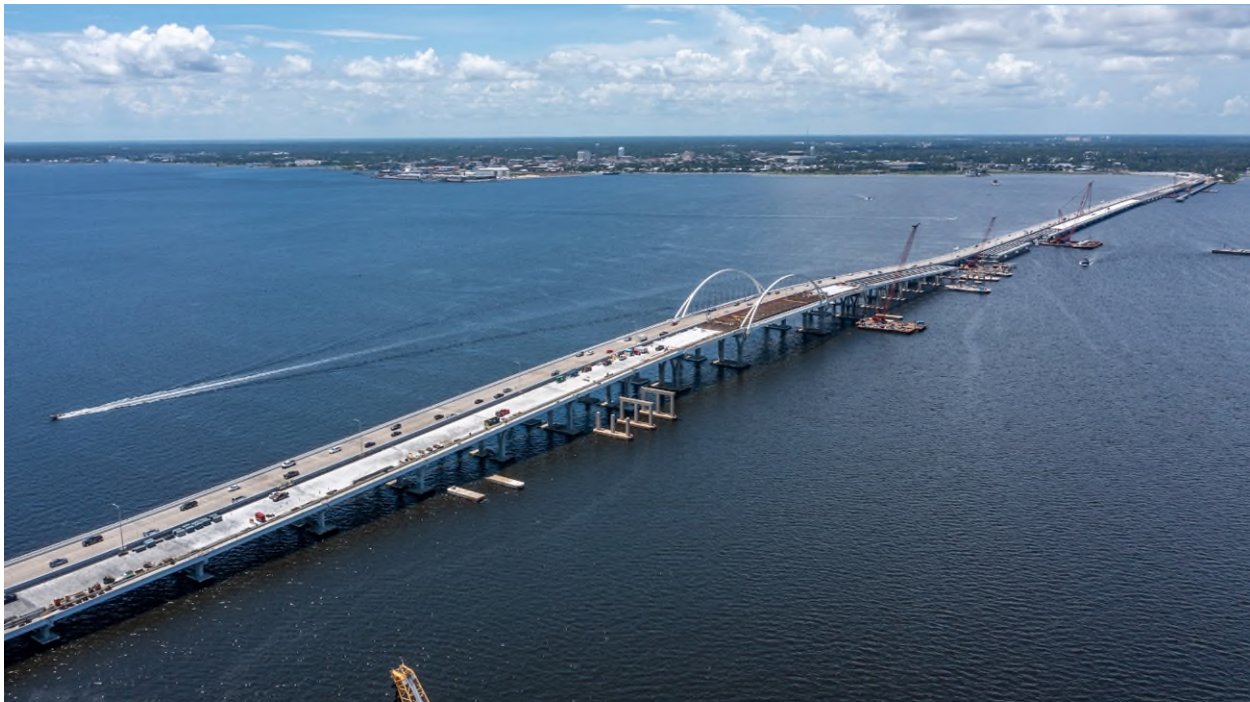
Maintenance Rating

Florida law requires the Department provide routine and uniform maintenance of the State Highway System. The measure below is the Department's current operating policy implementing the statutory provision. The Maintenance Rating Program (MRP) system grades five highway elements and arrives at a composite state score, based on a scale of 1 to 100, with a score of 80 being the acceptable standard.

Measure: Achieve a maintenance rating of at least 80 on the State Highway System.

Result: For the fourth consecutive year, the Department achieved an MRP score of 83, or 103.8% of the objective.

| | Fiscal Year | | | | |
|-------------------|-------------|-----------|-----------|-----------|-----------|
| | 2017/2018 | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 |
| Plan | 80 | 80 | 80 | 80 | 80 |
| Actual | 85 | 83 | 83 | 83 | 83 |
| Percentage | 106.3% | 103.8% | 103.8% | 103.8% | 103.8% |



Pensacola Bay Bridge Replacement Project, Escambia and Santa Rosa Counties
District 3

Bridges

There are 12,749 bridges in Florida, and 7,152 of these are the responsibility of the Florida Department of Transportation. All bridges maintained by the Department are inspected for structural deterioration at least once every two years (bridges with certain identified deficiencies are inspected more frequently). The Department's Bridge Repair and Replacement Programs monitor the need for repair, rehabilitation, and replacement of FDOT maintained bridges. *No bridge will be allowed to become unsafe for the traveling public.*

Florida law requires the Department meet the annual needs for repair and replacement of bridges on the system. The Department's strategy is to preserve the life of Florida's bridges by making cost effective repairs or through preventive maintenance. Bridges are replaced when repair is not justified by life-cycle cost considerations.

Measure: An "excellent" or "good" condition rating for at least 90% of all bridge structures on the State Highway System – for bridge components of substructure, superstructure, and deck – or the culvert condition rating.

Result: 6,762 of 7,152 (or 94.5%) of state-maintained bridges received a condition rating of either "excellent" or "good."

Bridge Condition

| FHWA Rating | Condition Rating | Number of Bridges | Percentage of Total |
|---------------|------------------|-------------------|---------------------|
| 8 or 9 | Excellent | 759 | 10.6% |
| 6 or 7 | Good | 6,003 | 83.9% |
| 5 | Fair | 328 | 4.6% |
| 0 to 4 | Poor | 62 | 0.9% |
| Totals | | 7,152 | 100.0% |

| | District | | | | | | | |
|----------------------------|----------|-------|-------|-------|-------|-------|-------|----------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Turnpike |
| Excellent | 41 | 91 | 11 | 51 | 268 | 158 | 74 | 65 |
| Good | 870 | 1,099 | 725 | 665 | 880 | 444 | 658 | 662 |
| Total Bridges | 947 | 1,289 | 834 | 773 | 1,191 | 635 | 752 | 731 |
| % Excellent or Good | 96.2% | 92.3% | 88.2% | 92.6% | 96.4% | 94.8% | 97.3% | 99.5% |



I-95 at State Road 16
District 2

Capacity / Mobility

To better accommodate the State's rapid growth in population, tourism, and commerce, the Florida Department of Transportation is committed to developing and deploying sophisticated, fully integrated, statewide Intelligent Transportation Systems (ITS) in a cost-efficient manner. ITS represents the application of real-time information systems and advanced technologies as transportation management tools to improve mobility of people and goods.

Incident Duration

Previously, the Commission adopted a measure of the time it takes to clear an incident or "Incident Duration." The SunGuide system, the Traffic Management Center (TMC) software that captures this information, reports incident duration data in all seven Districts and Florida's Turnpike Enterprise. The incident duration timeline includes the following components: Notification/Verification time, Response time, and Open Roads time. The Open Roads time is defined as the time that begins with the arrival of the first responder, either Florida Highway Patrol (FHP) or FDOT, and ends when all mainline travel lanes are cleared. The Open Roads time is directly comparable with Florida's Open Roads Policy of clearing all travel lanes in 90 minutes or less.

With the investment of hundreds of millions of dollars in the development and operation of TMC's, the Commission felt that a better measure of performance was warranted. Accordingly, Incident Duration was adopted as a measure with less than 60 minutes the objective.

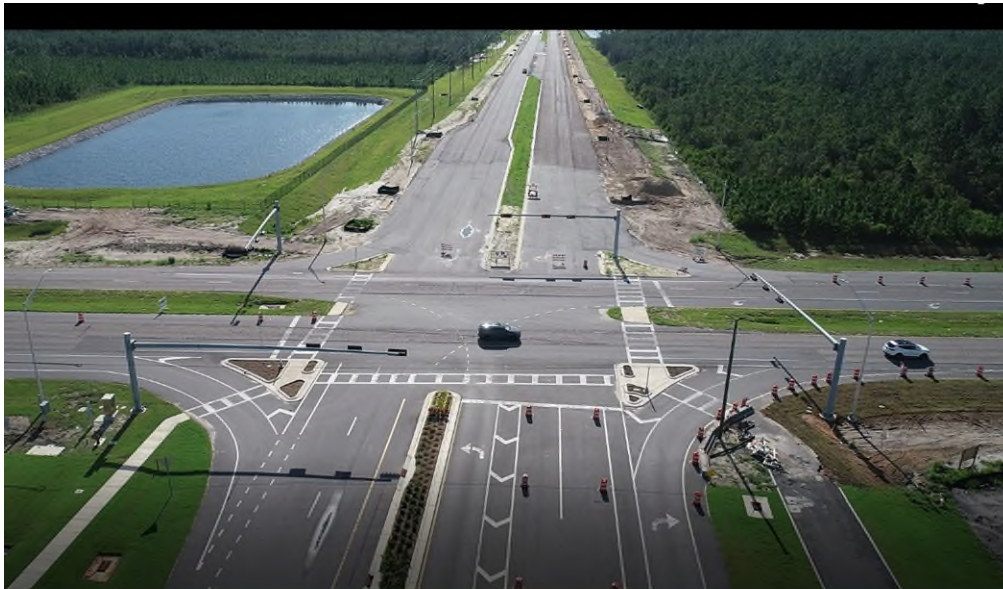
Measure: To clear incidents in an average time of less than 60 minutes.

Result: The Department achieved an average roadway clearance duration of 47.3 minutes, up 4.2 minutes (or 9.7%) from 43.1 last year, and up 6.1 minutes (or 14.8%) over the previous four-year average of 41.2 minutes. This is the third consecutive year with increased roadway clearance duration.

Roadway Clearance Duration

| Fiscal Year | | | | |
|-------------|---------|---------|---------|---------|
| 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 |
| 40.2 | 39.9 | 41.5 | 43.1 | 47.3 |

| District | | | | | | | | |
|----------|------|------|------|------|------|------|------|------|
| Fiscal | 1 | 2 | 3 | 4 | 5 | 6 | 7 | TP |
| 2020/21 | 52.6 | 50.7 | 45.9 | 33.6 | 45.3 | 27.9 | 42.1 | 46.8 |
| 2021/22 | 58.4 | 56.1 | 44.6 | 37.0 | 53.2 | 30.2 | 47.4 | 51.7 |
| Change | 5.8 | 5.4 | -1.3 | 3.4 | 7.9 | 2.3 | 5.3 | 4.9 |



S.R. 388 Widening from S.R. 79 to NWF Beaches International Airport
District 3

Financial Management

A financially sound and balanced financial plan requires an effective cash forecasting and management system. The Department of Transportation is the only state agency that operates on a cash flow basis. That is, for most transportation projects in Florida, the Department begins design and construction before the total amount of cash is available to fund the project. The Department anticipates that future revenues will be available to finance current projects in much the same way that a family anticipates future earnings to pay for a mortgage. Other Florida agencies require the entire contract amount to be on hand in the same year work begins. The method used by Florida's transportation agency requires an effective and timely forecasting process to calculate future revenues.

Cash Management

Operating on a “cash flow” basis, the Department is not required to have all cash on hand to cover all existing obligations. It may continue to enter contractual obligations if future revenues are forecast to be sufficient to cover anticipated expenditures. The advantage of the cash flow method is that transportation tax collections are returned to the taxpayer in the form of transportation facilities much sooner than would be possible using the more traditional "encumbrance" financing method – under which all funds for a project must be available at the time the contractual obligation is incurred.

State law requires that the Department maintain a minimum cash balance in the State Transportation Trust Fund of 5% of outstanding obligations, or \$50 million, whichever is less. For the Department to maintain a lawful cash balance and pay its bills promptly under the cash flow method, where contractual obligations far exceed available cash, it must carefully forecast future incoming revenues and future expenditures and frequently revise forecasts based on new information. For instance, when economic factors negatively impact gas tax revenues, the Department must adjust its cash forecast to reflect less incoming revenue, which may, in turn, necessitate deferral of projects in the work program. Periodic fine-tuning of forecasts of revenues and expenditures is essential to sound financial management.

Measure: Adoption of a fiscally balanced work program, and the management of financial planning and budgeting processes that maintain a cash balance of at least 5% of outstanding obligations or \$50 million, whichever is less, at the end of each quarter.

Result: The Department met the statutory requirement and continues to support a financially sound 5-Year work program.

The lowest quarterly cash balance in the State Transportation Trust Fund met the requisite \$50 million minimum.

| Fiscal 2022 | Cash Balance (Millions) |
|------------------------|------------------------------------|
| 1st Quarter | \$882.2 |
| 2nd Quarter | \$901.9 |
| 3rd Quarter | \$825.9 |
| 4th Quarter | \$638.5 |

The ensuing chart reflects the percentage of contractual obligations the cash balance represents.

| Fiscal Year | Lowest End-of-Quarter Cash Balance (Millions) | Unpaid End-of-Year Balance (Billions) | Cash as % of Unpaid Balance | Approximate 5% of Unpaid Balance (Millions) |
|-------------|---|---------------------------------------|-----------------------------|---|
| 2012-2013 | \$230.0 | \$7.6 | 3.0% | \$380.0 |
| 2013-2014 | \$403.4 | \$9.0 | 4.5% | \$450.0 |
| 2014-2015 | \$401.0 | \$9.3 | 4.3% | \$465.0 |
| 2015-2016 | \$569.5 | \$10.5 | 5.4% | \$525.0 |
| 2016-2017 | \$208.4 | \$10.6 | 2.0% | \$530.0 |
| 2017-2018 | \$199.2 | \$12.5 | 1.6% | \$625.0 |
| 2018-2019 | \$131.7 | \$12.1 | 1.1% | \$605.0 |
| 2019-2020 | \$331.2 | \$12.6 | 2.6% | \$630.0 |
| 2020-2021 | \$404.8 | \$11.8 | 5.6% | \$588.9 |
| 2021-2022 | \$638.5 | \$13.5 | 4.7% | \$674.0 |

Operating Budget Reversions

The Operating Budget Reversions measure represents budget authority not utilized from the State Transportation Trust Fund in the given fiscal year. The Florida Turnpike Enterprise, Florida Rail Enterprise and categories that are considered flow through to other agencies are excluded from this measure.

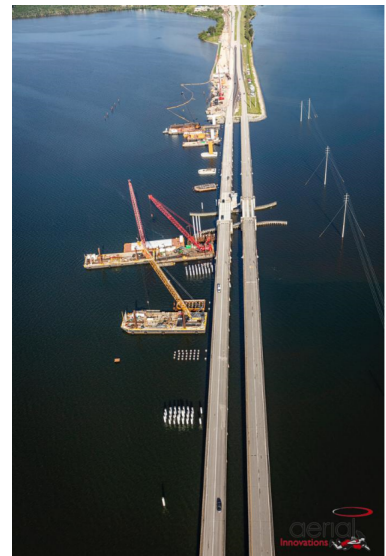
Measure: Completing the fiscal year with a total operating budget reversion amount less than ten percent of their final allotment.

Result: The Department finished fiscal year 2021-22 with a total operating budget reversion amount of approximately \$58.6 million, or 9.5% of their final allotment of \$614.6 million.

| (Millions) | Fiscal 2021/2022 Budget Reversion |
|-------------------------|-----------------------------------|
| Final Allotment | \$614,594,188.00 |
| Reversion Amount | \$58,616,293.70 |
| Percentage | 9.5% |



NASA Causeway Bridge
(District 5)



Roll Forward

Roll forward budget is derived from the outgoing current year in the form of available balances minus certified forward amounts.

Measure: Completing the fiscal year with a total roll forward budget amount within the range of ten percent to twelve percent of the FDOT budget.

Result: The Department finished fiscal year 2021-22 with a total roll forward budget in the approximate amount of \$2.3 billion, or 18.1% of the Department's budget.

Fiscal 2021/2022

| | |
|---|------------------|
| General Appropriations Act | \$11,130,207,912 |
| Roll Forward into Fiscal 2021/2022 | \$1,791,258,278 |
| Total Budget | \$12,921,466,190 |

| | |
|---|-----------------|
| Roll Forward into Fiscal 2022/2023 | \$2,344,957,148 |
|---|-----------------|

| | |
|--------------------------------|-------|
| Roll Forward Percentage | 18.1% |
|--------------------------------|-------|



Suncoast Parkway Extension
Florida's Turnpike Enterprise

Disadvantaged Business Enterprise and Minority Business Enterprise

Both state and federal laws address the utilization of socially and economically disadvantaged business enterprises in FDOT contracts for the construction of transportation facilities. The Department endeavors to expend at least 10.65% of federal fund receipts with small business concerns owned and controlled by socially and economically disadvantaged individuals.

Disadvantaged Business Enterprise (DBE)

Under federal guidance, on January 1, 2000 the Department initiated a race and gender-neutral Disadvantaged Business Enterprise (DBE) program for all consultant and construction contracts which are in part funded with federal aid. This program is based on demonstrable evidence of local market conditions and availability of DBEs. The definition of DBE is different from MBE mainly in firm size and the requirement for being based in Florida. Both Federal and State laws address utilization of socially and economically disadvantaged business enterprises in Department contracts for the construction of transportation facilities. The Department ensures that DBEs have an equal opportunity to compete for and obtain these contracts.

Measure: Disadvantaged Business Enterprise participation of 10.65% for all consultant and construction contracts, partially financed with federal funds.

Result: For all construction and consultant contracts financed by both state and federal funds, the Federal fiscal year third quarter (April 1st through June 30th) ended with DBE participation of 11.23%.

| Fiscal | | | | |
|-------------|-------------|-------------|-------------|--------|
| 2017 / 2018 | 2018 / 2019 | 2019 / 2020 | 2020 / 2021 | FFY Q3 |
| 12.72% | 13.06% | 12.58% | 14.79% | 11.23% |

| | District (Millions) | | | | | | | | |
|------------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | TP | CO |
| Participation % | 11.48% | 8.66% | 11.87% | 10.08% | 12.53% | 11.57% | 10.20% | 18.24% | 6.90% |
| Expenditure | \$377.9 | \$302.3 | \$333.7 | \$473.0 | \$483.5 | \$497.6 | \$666.9 | \$160.4 | \$48.6 |
| DBE Expenditure | \$43.4 | \$26.2 | \$39.6 | \$47.7 | \$60.6 | \$57.6 | \$68.0 | \$29.3 | \$3.4 |

Minority Business Enterprise (MBE)

The Department strives to improve economic opportunities for businesses owned by the state's women and minorities by ensuring equity in the execution of contracting provisions.

The current Minority Business Enterprise (MBE) program began with the "Small and Minority Business Assistance Act of 1985." This established state agency goals for the percentage of expenditures with certified minority businesses. Criteria includes ethnic group, business size, and being a Florida business owned by minority Florida residents. There have been refinements over the years, but the essence of the Act is still in place in Chapter 287, F.S.

Measure: MBE expenditures of at least 7.29% of all let state and federal construction and consultant contracts.

Result: The MBE expenditure percentage was 7.38%, down from 8.44% last year.

| | FY 2021-22 1st Quarter | FY 2020-21 2nd Quarter | FY 2021-22 3rd Quarter | FY 2021-22 Year-End |
|--------------------|---------------------------|---------------------------|---------------------------|------------------------|
| Target | 7.29% | 7.29% | 7.29% | 7.29% |
| Performance | 6.80% | 6.71% | 7.52% | 7.38% |

NOTE: The MBE expenditure percentages reflected in this year-end report differ from those found in the quarterly reports throughout fiscal 2021-22. This is the result of \$4,893,614,674 of ARPA federal financing initially reflected by the Department as an "expenditure." This amount was actually a transfer of funding and was later reclassified as such.



I-75 / State Road 56 Diverging Diamond Interchange
District 7

Business Development Initiative (BDI)

The purpose of this program is to increase competition, lower prices, and provide increased support to meet the department's future work program.

Only certified small businesses qualify for BDI contracts. This includes all sub-contractors and sub-consultants.

Construction / Maintenance Contracts

Measure: A minimum of ten percent of construction / maintenance contracts let to certified small businesses.

Result: 11.1% of construction contracts were let to certified small businesses, down from 14.9% last year.

| | |
|---|-------|
| Construction / Maintenance Contracts | 613 |
| Certified BDI Contracts | 68 |
| BDI Percentage | 11.1% |

| Business Development Initiative Construction / Maintenance Contracts | | | |
|---|------------------------|------------------------|------------------------|
| 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter |
| 13.4% | 10.4% | 13.4% | 11.1% |

| | District | | | | | | | |
|----------------------|-----------------|----------|----------|----------|----------|----------|----------|-----------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | TP |
| Contracts | 98 | 87 | 93 | 83 | 84 | 43 | 72 | 53 |
| BDI Contracts | 10 | 10 | 11 | 11 | 8 | 5 | 9 | 4 |
| Percentage | 10.2% | 11.5% | 11.8% | 13.3% | 9.5% | 11.6% | 12.5% | 7.6% |

Professional Services Contracts

Measure: A minimum of fifteen percent of professional services contracts let to certified small businesses.

Result: 24.4% of professional services contracts were let to certified small businesses, up minimally from 24.3% last year.

| | |
|--|-------|
| Professional Services Contracts | 497 |
| Certified BDI Contracts | 121 |
| BDI Percentage | 24.4% |

| | District | | | | | | | |
|----------------------|----------|-------|-------|-------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | TP |
| Contracts | 45 | 67 | 73 | 78 | 87 | 74 | 44 | 29 |
| BDI Contracts | 9 | 11 | 13 | 18 | 22 | 27 | 9 | 12 |
| Percentage | 20.0% | 16.4% | 17.8% | 23.1% | 25.3% | 36.5% | 20.5% | 41.4% |



Florida's Turnpike Service Plaza Quality Ambassador Program
Florida's Turnpike Enterprise

Communications Appendix

FLORIDA TRANSPORTATION COMMISSION

Ron Howse, Chairman
David Genson, Vice-Chairman
John Browning
Richard Burke
Julius Davis
Alex Lastra
Russell (Rusty) Roberts



Ron DeSantis
Governor

December 13, 2022

The Honorable Ron DeSantis, Governor
State of Florida
The Capitol, 400 South Monroe Street
Tallahassee, Florida 32399-0001

The Honorable Kathleen Passidomo, President
Florida Senate
409 The Capitol
404 S. Monroe Street
Tallahassee, Florida 32399-0001

The Honorable Paul Renner, Speaker
Florida House of Representatives
420 The Capitol
402 S. Monroe Street
Tallahassee, Florida 32399-0001

Dear Governor DeSantis, President Passidomo and Speaker Renner:

The Florida Transportation Commission (Commission) conducted the statutorily required *Performance and Production Review of the Florida Department of Transportation (FDOT)* for fiscal year 2021/22 (report enclosed). The Commission uses 15 measures to evaluate the Department's performance. These metrics assess major Department functions, measure a product or an outcome, with results that are with few exceptions, within the Department's control.

Based on this assessment, the Commission assures you that the Department manages its operations in an efficient, cost effective, and business-like manner. Additionally, FDOT continues to be innovative in addressing the ongoing challenges brought about by national economic and supply chain issues faced within the construction industry as the State of Florida continues to grow.

The Department successfully began construction on 140.6 lane miles of additional roadway to the State Highway System (SHS). It also let to contract 2,466.8 lane miles of roadway to be resurfaced on the SHS. The Department successfully began work on 78 bridge repairs and 19 bridge replacement projects. By the end of the fiscal year, the Department closed out 270 construction projects with a total dollar value of \$1.80 billion and let \$3.57 billion in new construction contracts.

Ralph Yoder | Executive Director
FLORIDA TRANSPORTATION COMMISSION
605 Suwannee Street, MS-9, Tallahassee, FL 32399-0450
Office (850) 414-4105 | Fax (850) 414-4234
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Performance and Production Review

December 13, 2022

Page 2

In the area of construction contract adjustments, for the 270 projects completed last year, the Department completed 230 (or 85.2 percent) within 20 percent of their original estimated time (the objective is 80 percent) and 248 (or 91.9 percent) were completed within ten percent of their original estimated cost (the objective is 90 percent).

It should be noted that the SHS remains in great condition with 81.3 percent of lane miles and 94.5 percent of bridges rated either excellent or good, both measures exceeding their objectives.

As approved during the 2022 legislative session, HB5001 allowed for Specific Appropriation 2050 funds to be used for recruitment and retention purposes. It should be noted the successful application of these funds by the Department has resulted in a sizeable boost to employee morale, having been described as “life-changing.”

The Department remains committed, through ongoing analysis of its safety programs, to reducing the number of traffic incidents, as well as fatalities. No project, either in construction or maintenance, is completed without consideration toward improving the safety of the facility or the system as a whole.

Please be advised that, in the face of multiple natural disasters and through the leadership of Secretary Perdue and the “One FDOT” philosophy, the Department has continued to deliver a strong, safe, and effective transportation network.

Our goal is for this report to be meaningful and clear. An executive summary of performance is located on page 4 of the enclosed report.

If you have any questions regarding this review, please do not hesitate to contact me or the Transportation Commission staff at (850) 414-4105.

Sincerely,



Ronald S. Howse, Chairman
Florida Transportation Commission

cc: Honorable Nick DiCeglie, Chair, Senate Transportation Committee
Honorable Ed Hooper, Chair, Senate Appropriations Committee on Transportation, Tourism, and Economic Development
Honorable Doug Broxson, Chair, Senate Appropriations Committee
Honorable Bobby Payne, Chair, House Infrastructure Strategies Committee
Honorable Fiona McFarland, Chair, House Transportation and Modals Subcommittee
Honorable Alex Andrade, Chair, House Infrastructure & Tourism Appropriations Subcommittee
Honorable Tom Leek, Chair, House Appropriations Committee
Mr. Jared W. Perdue, P.E., Secretary, Florida Department of Transportation
Mr. James Uthmeier, Chief of Staff, Executive Office of the Governor
Ms. Melissa Smith, Deputy Chief of Staff, Executive Office of the Governor
Ms. Stephanie Kopelousus, Director of Legislative and Intergovernmental Affairs, Executive Office of the Governor
Mr. Chris Spencer, Director of Policy and Budget, Executive Office of the Governor
Mr. James Christian, Florida Division Administrator, Federal Highway Administration



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

December 13, 2022

Mr. Ronald Howse, P.E.
Chairman
605 Suwannee Street, MS 9
Tallahassee, FL 32399-0540

Dear Chairman Howse,

Thank you for your continued leadership and dedicated service as Chairman of the Florida Transportation Commission. Your guidance has ensured that Florida remains a leader in transportation both nationally and internationally while we continue to focus on communities, partnerships, economic prosperity, and safety as we ensure the mobility of people and goods.

During this 2021-2022 fiscal year, I was asked to serve as Secretary of the Florida Department of Transportation. I am humbled and honored at the opportunity to serve in this role, and it has been evident that our talented FDOT teams and staff members have been attentive to respective programs and projects. At the core of our work are community-centric planning approaches to reaffirm that our communities are both customers and partners.

Several marquis projects have been in their final stages or completed in Fiscal Year 2021-2022, reflecting our steadfast commitment to Floridians and visitors. Florida's Turnpike Enterprise opened the Suncoast Parkway Extension in February, connecting Citrus County with the Tampa Bay area. With 15 bridges, five wildlife corridors, and a new pedestrian bridge, it also expanded the popular Suncoast Trail.

In partnership with NASA and Space Florida, we had the initial groundbreaking of the new NASA Causeway Bridge in Brevard County. This pair of high-level fixed bridges improves maritime traffic under the bridge, provides better vehicle access from the Space Coast to Kennedy Space Center and the Cape Canaveral Space Force Station, and allows for a higher payload to carry necessary machinery and equipment to launch sites.

Two projects were in their final stages, with completions in Fall 2022 just after the fiscal year. Duval County's first diverging diamond interchange was completed in September 2022, a unique design wherein the two directions of traffic briefly drive on the opposite sides of the road. This has already increased safety and reduced congestion in the Jacksonville area. The Pinellas Suncoast Transit Authority's SunRunner project was also in its final stages and opened in

Mr. Ronald Howse, P.E.
December 13, 2022
Page Two

October 2022, providing the area's first Bus Rapid Transit and connecting downtown St. Petersburg with the beaches.

The I-4 and SR 557 project is nearing timely completion for Spring 2023 and will significantly improve safety and the environment by reconnecting the wildlife corridors in the Hilochee Wildlife Management areas for the first time in 50 years. Also slated for a Spring 2023 completion is the widening of SR 388 for improved, safer access to the Northwest Florida Beaches International Airport.

Great progress continues to be made on the phased I-95 Express project to introduce managed express lanes and I'm excited about the I-395/SR 836/I-95 project in South Florida that includes the double-deck viaduct, signature bridge downtown, and the unique underdeck with 33 acres of community spaces.

As our leadership teams realize the opportunities and challenges ahead, we remain focused on and dedicated to our communities and partners to understand their unique needs and priorities to define a dynamic future for transportation. We also recognize that safety is paramount. Florida is the third most populous state in the nation with 22.2 million current residents, and we welcome millions of visitors annually as our hospitality and tourism industry thrives. As our population rapidly increases, this presents many challenges with projects planned 15-20 years in advance based on a three percent growth rate, while some of our regions are currently growing in excess of 20-30 percent annually. However, this also presents opportunities to incorporate innovative technologies and design, recruit and retain a dynamic workforce, and facilitate resiliency.

Thank you for your support of FDOT. I look forward to the significant progress and impactful contributions ahead as we focus on providing a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

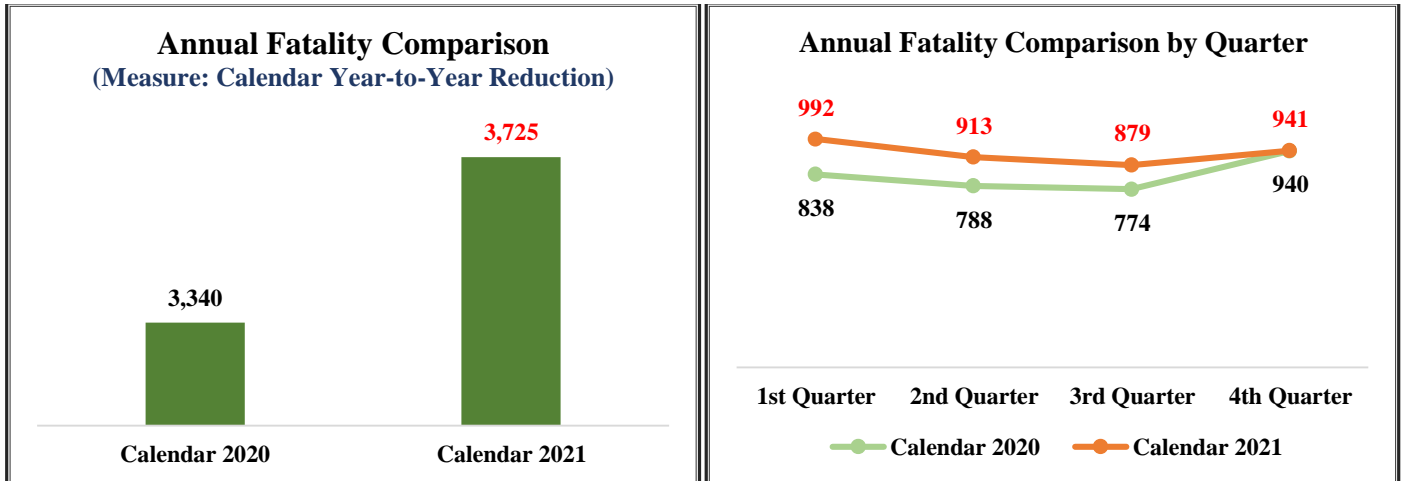
Sincerely,

A handwritten signature in black ink, appearing to read 'JWP', is positioned above the printed name.

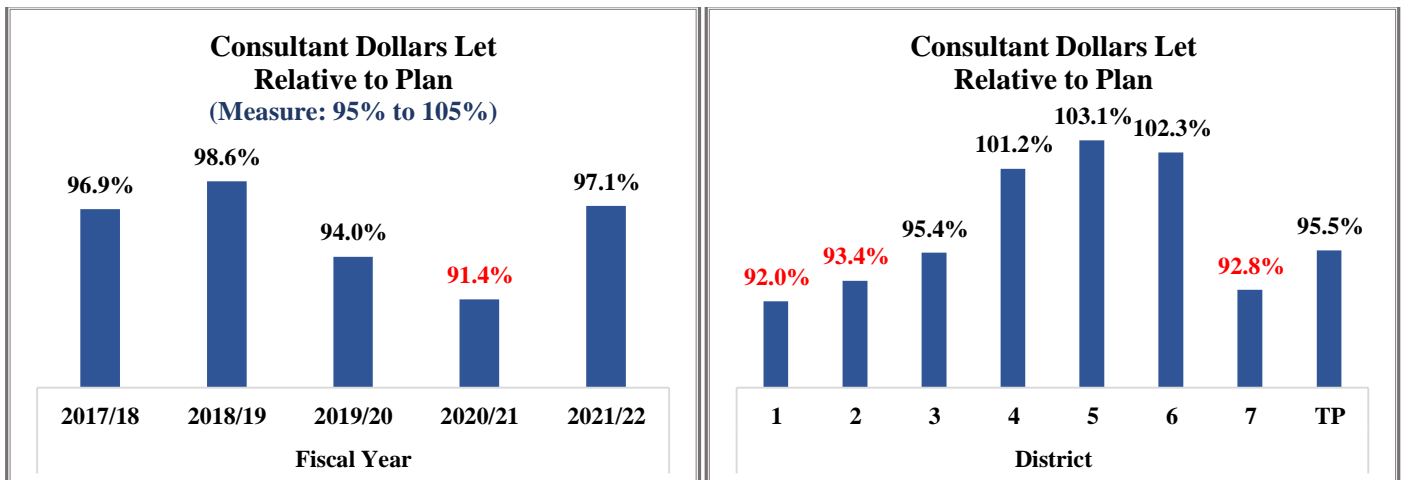
Jared W. Perdue, P.E.
Secretary

Data Graph Appendix

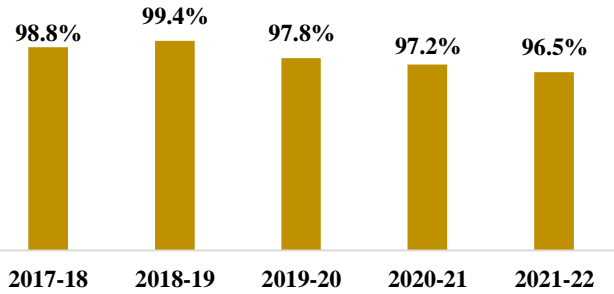
Safety of the Current State System



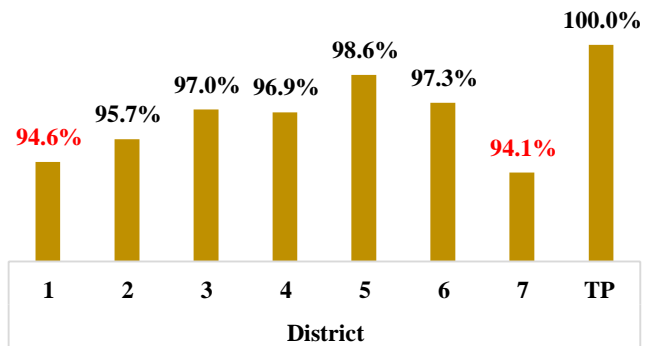
Production



**Consultant Contracts
Let Relative to Plan**
(Measure: 95% - 105%)

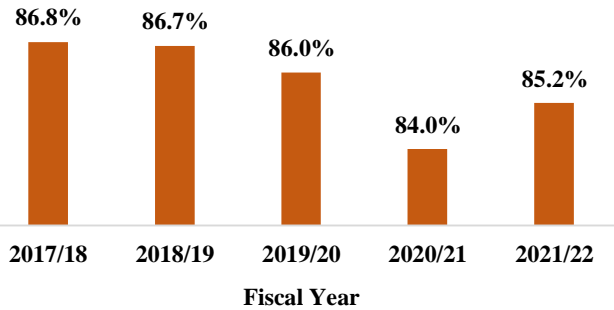


**Number of Consultant Contracts
Let Relative to Estimate**

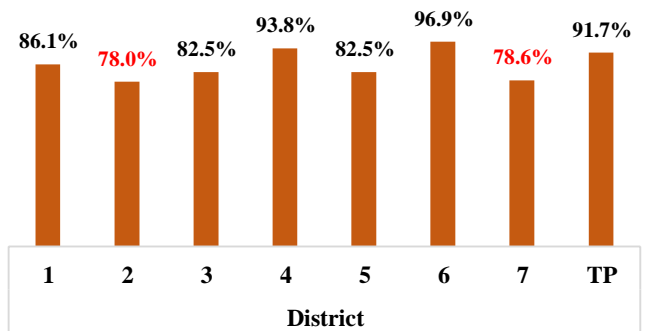


Time and Cost

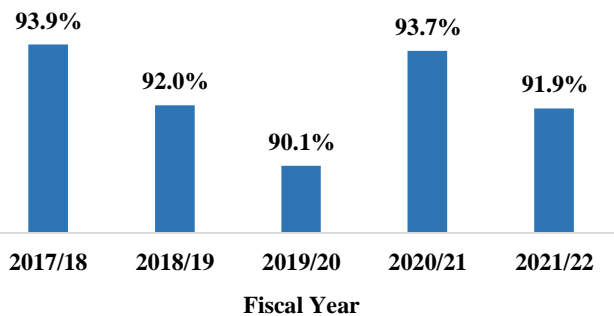
**Completed Construction Contracts
Meeting Time Objective**
(Measure: 80%)



**Completed Construction Contracts
Meeting Time Objective**



**Completed Construction Contracts
Meeting Cost Objective**
(Measure: 90%)

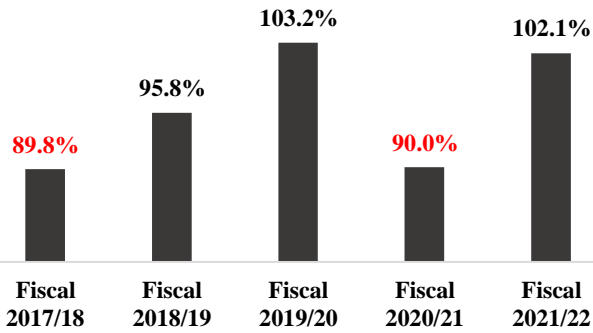


**Completed Construction Contracts
Meeting Cost Objective**

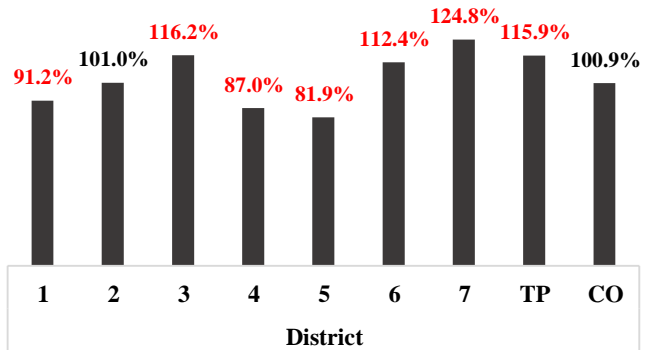


Construction

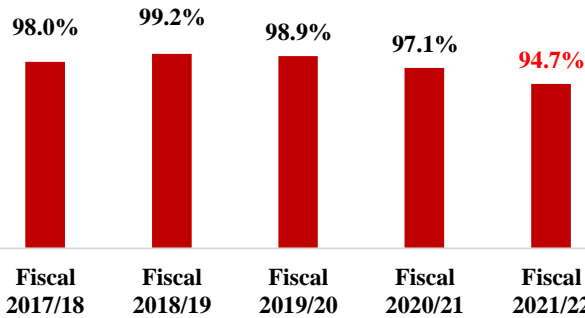
**Construction Dollars
Let Relative to Estimate**
(Measure: 95% - 105%)



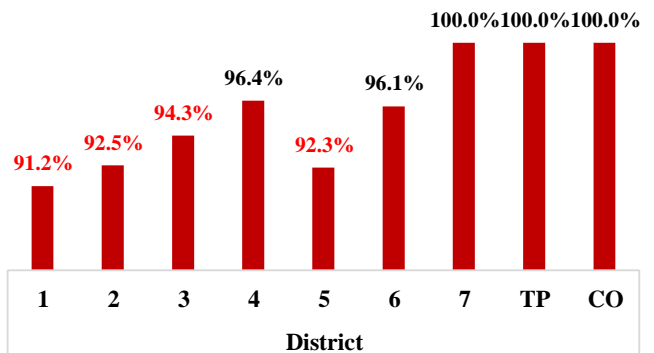
**Construction Dollars
Let Relative to Estimate**



**Number of Construction Contracts
Let Relative to Estimate**
(Measure: 95%)

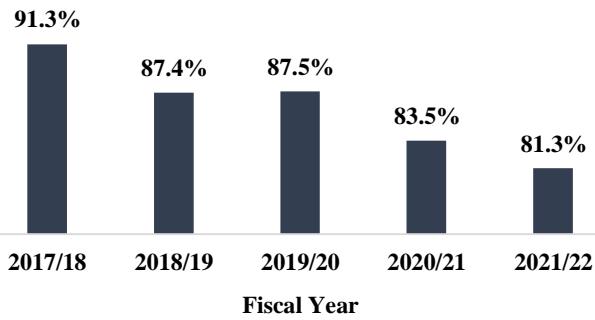


**Number of Construction Contracts
Let Relative to Plan**

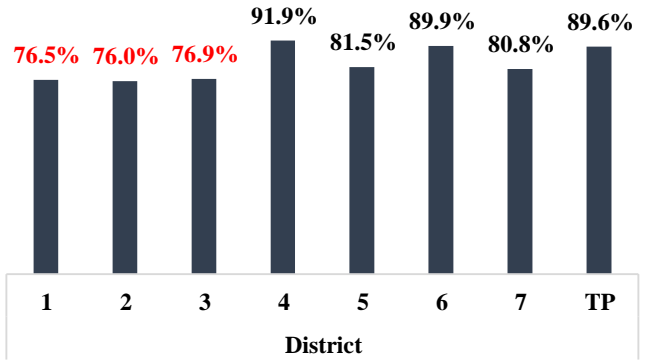


Lane Mile Condition Rating

Lane Miles with a Condition Rating of Either Excellent or Good
(Measure: 80%)

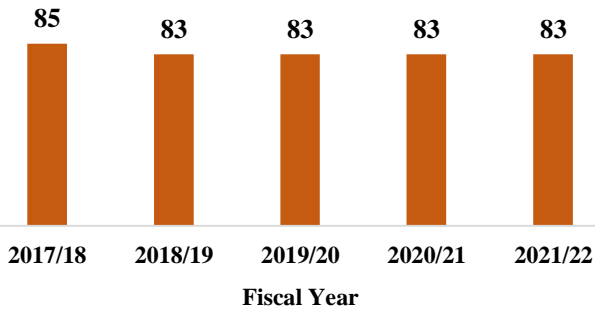


Lane Miles with a Condition Rating of Either Excellent or Good

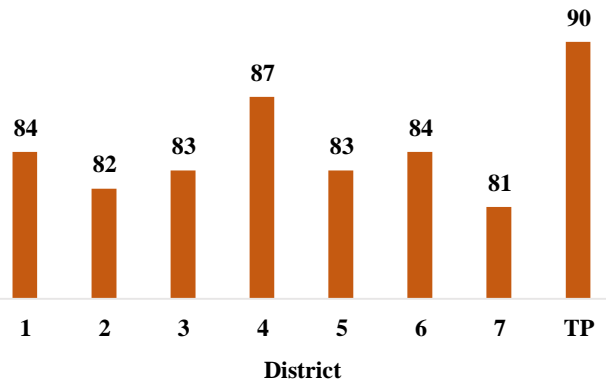


Maintenance Rating Program (MRP)

Maintenance Rating
(Measure: 80)

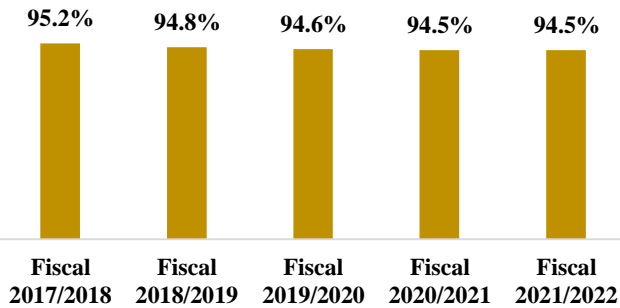


Maintenance Rating

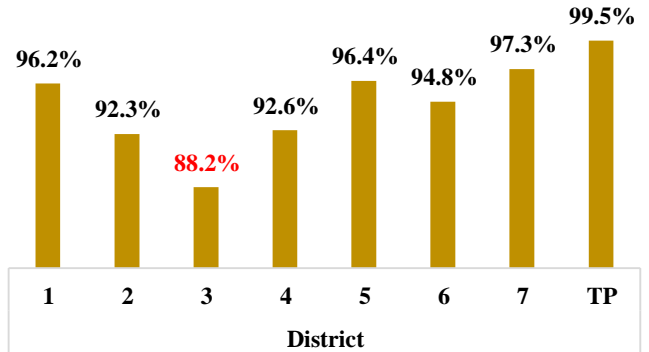


Bridge Condition

**Structures on the State Highway System
with an Excellent or Good Rating**
(Measure: 90%)

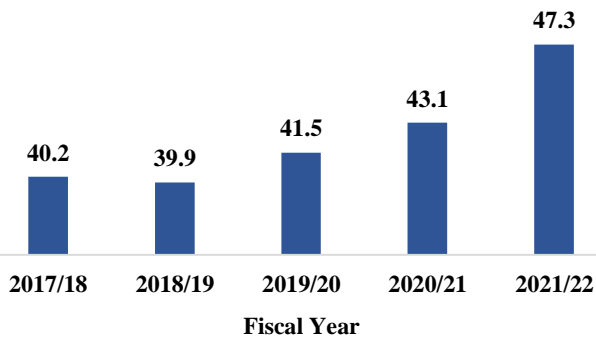


**Structure Condition Rating
Excellent or Good**

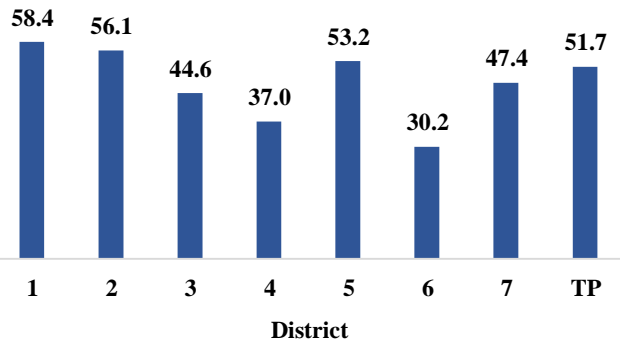


Capacity / Mobility

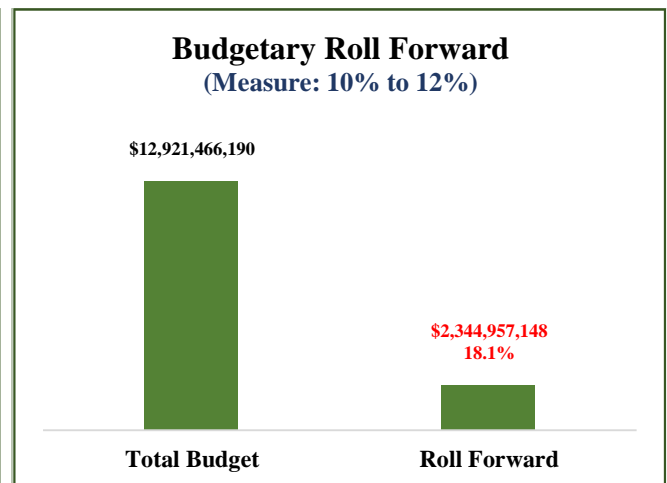
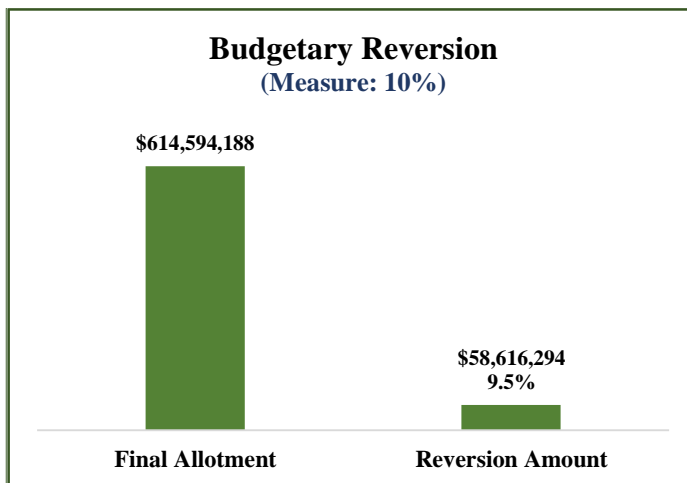
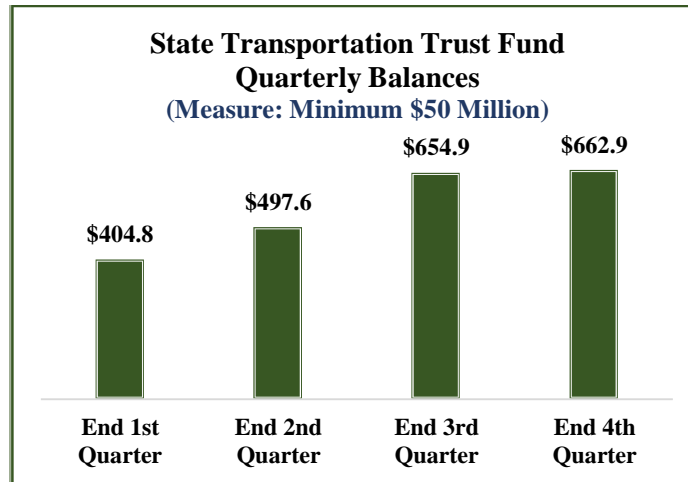
**Incident Management
Roadway Clearance Duration**
(Measure: <60 Minutes)



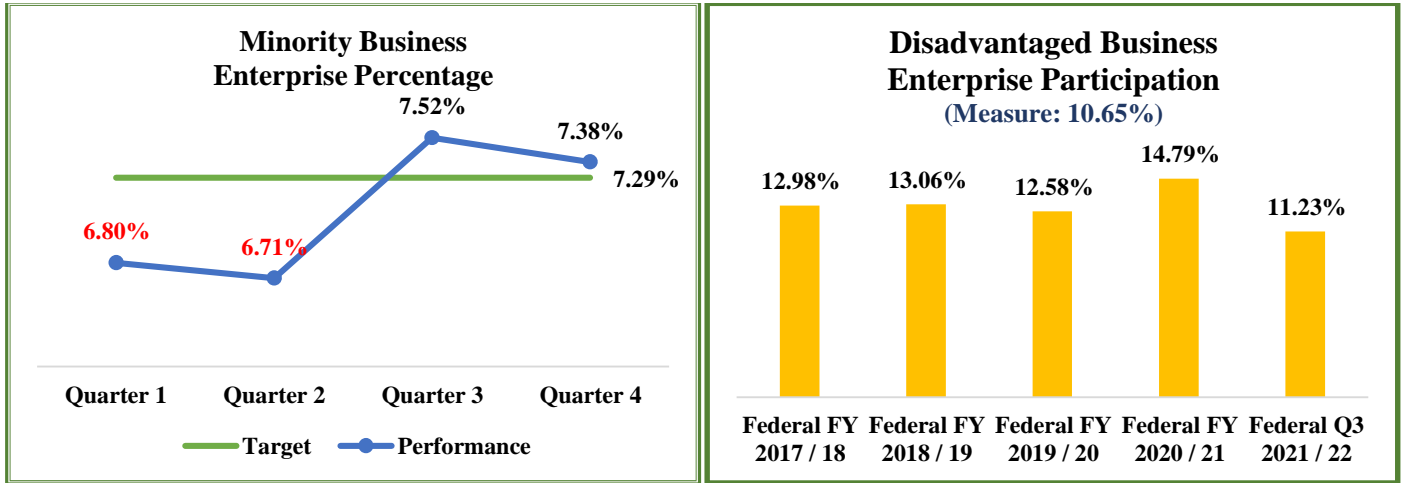
**Incident Management
Roadway Clearance Duration**



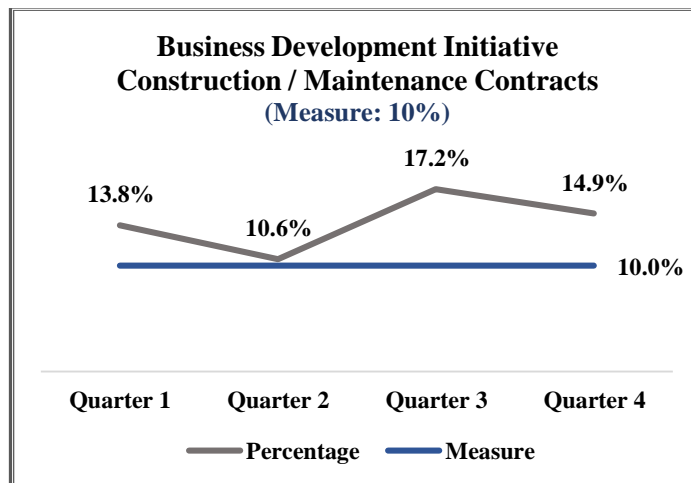
Financial Management



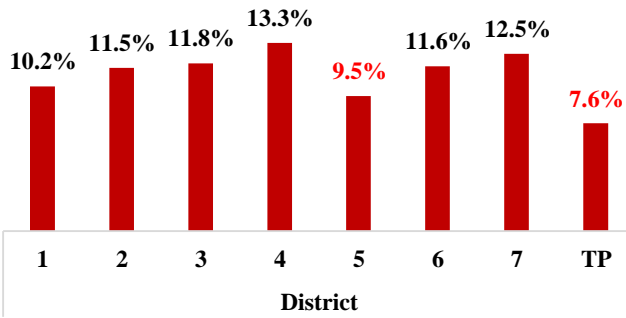
Minority and Disadvantaged Business Enterprise



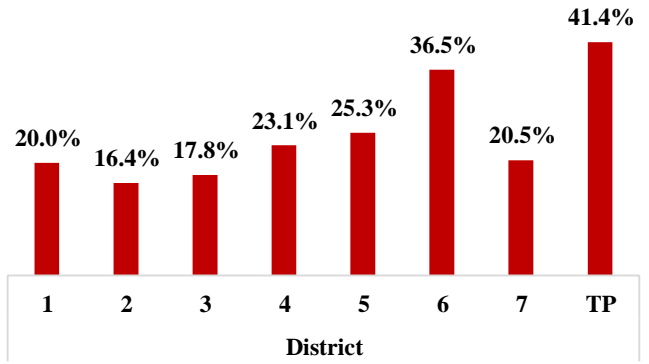
Business Development Initiative



**Business Development Initiative
Construction / Maintenance Contracts**



**Business Development Initiative
Professional Services Contracts**



Informational Appendix

Planning Time Index

The Commission adopted a performance indicator to review the ITS programs' impact on improving mobility and decreasing congestion. Travel time reliability assesses the variability or uncertainty in the performance of a facility over time. With investments in ITS, as well as in construction of new lanes, travel time reliability can be used to measure the outcomes of these investments.

The planning time index (PTI) measures the reliability of travel service and is calculated as the 95th percentile travel time divided by free flow travel time. For example, a PTI of 1.60 means that for a trip that takes 15 minutes in light traffic, a traveler should budget a total of 24 minutes (15 minutes plus 60 percent additional time) to ensure on-time arrival 95% of the time. This measure represents the additional time that a traveler should budget to ensure on-time arrival to their destination. This is especially important to shippers and carriers that rely on the timely movement of finished goods and raw materials as trucks move approximately 83% of all Florida manufactured tonnage.

Planning Time Index information is presented by urbanized and non-urbanized areas. 2021 data is not yet available.

Planning Time Index (95th Travel Time Index) on Freeways

Peak Hour

| Year | State Average | Urbanized Areas | Non-Urbanized Areas |
|------|---------------|-----------------|---------------------|
| 2016 | 1.40 | 1.53 | 1.12 |
| 2017 | 1.45 | 1.56 | 1.12 |
| 2018 | 1.47 | 1.62 | 1.15 |
| 2019 | 1.48 | 1.65 | 1.15 |
| 2020 | 1.38 | 1.46 | 1.17 |

Peak Period

| Year | State Average | Urbanized Areas | Non-Urbanized Areas |
|------|---------------|-----------------|---------------------|
| 2016 | 1.37 | 1.49 | 1.12 |
| 2017 | 1.42 | 1.51 | 1.12 |
| 2018 | 1.44 | 1.58 | 1.15 |
| 2019 | 1.46 | 1.61 | 1.15 |
| 2020 | 1.36 | 1.43 | 1.17 |

Performance of the System as a Whole

As the Florida population continues its rapid growth, the challenges associated with keeping traffic flowing remain. Daily vehicle miles of travel on the State Highway System during calendar year 2020 (Figure 1) increased 6.3% in 2021.

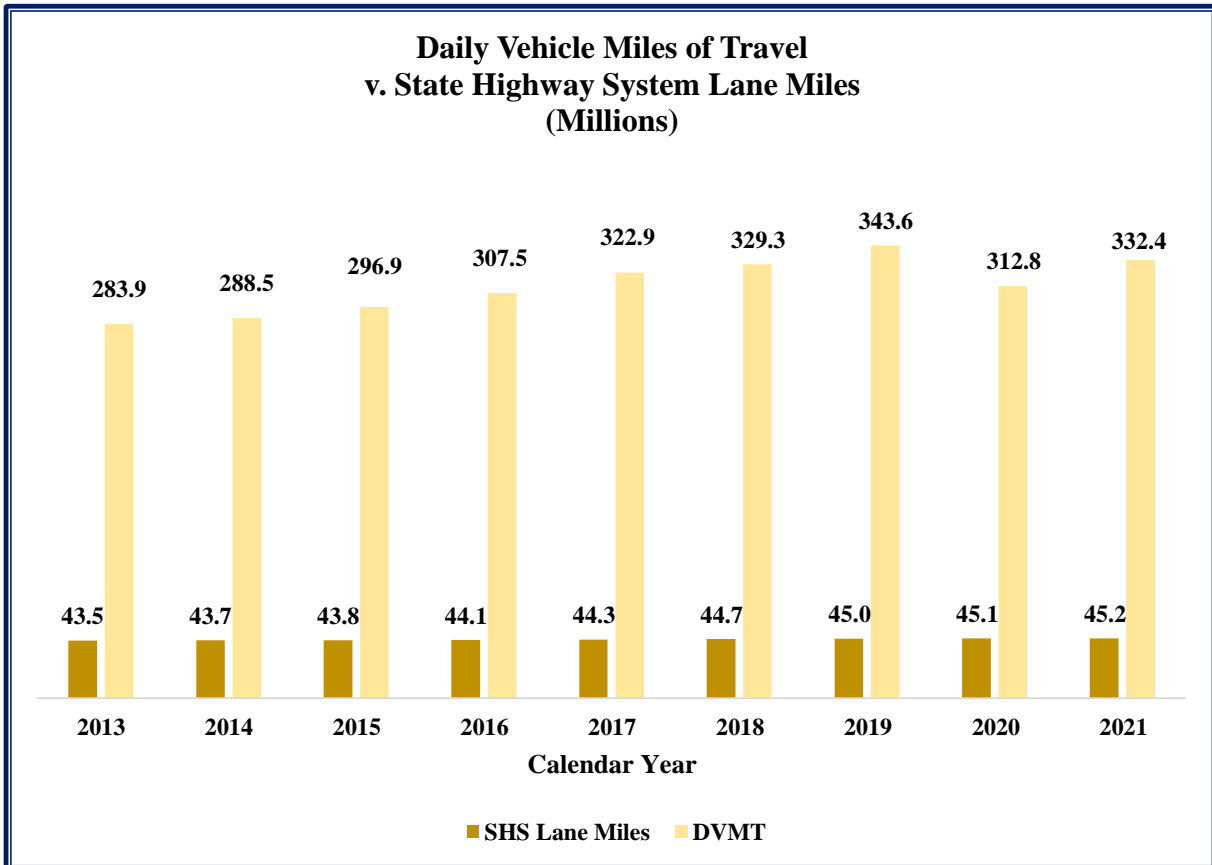


Figure 1

One indicator of the effectiveness of the Department's considerable financial investment is the reduction in percentage of miles on the State Highway System that are heavily congested during the certain hours of performance. Specifically, peak hour (defined as "5:00 p.m. to 6:00 p.m. on a weekday") and peak period ("4:00 p.m. to 6:00 p.m. on a weekday in which travel is greatest"). 2.0% of miles on the State Highway System were heavily congested during peak hours, and 1.9% of miles during peak period, in calendar 2020, the most recent data available. Detailed analysis of this information is illustrated below (Figures 2 and 3).

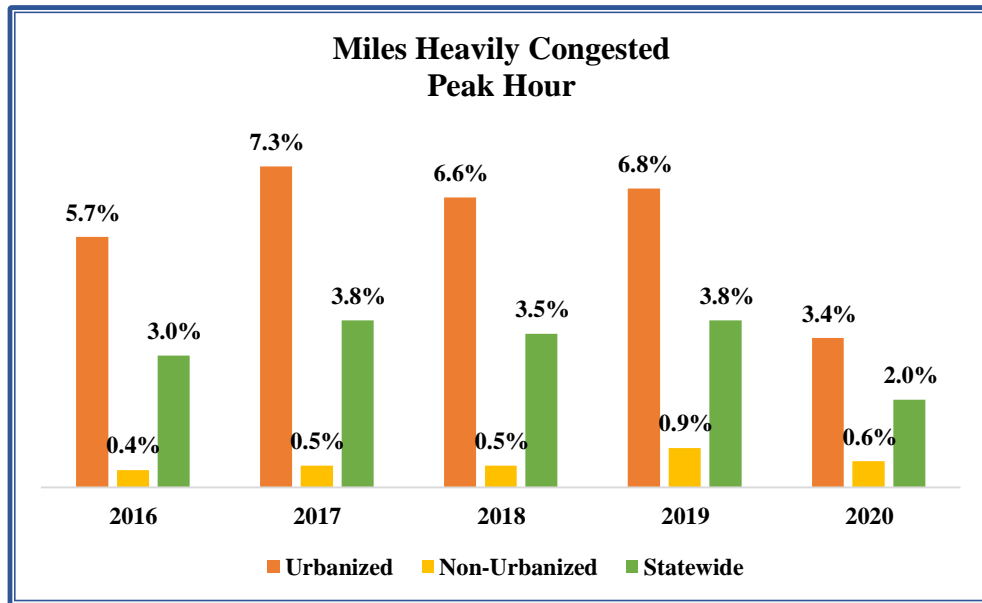


Figure 2

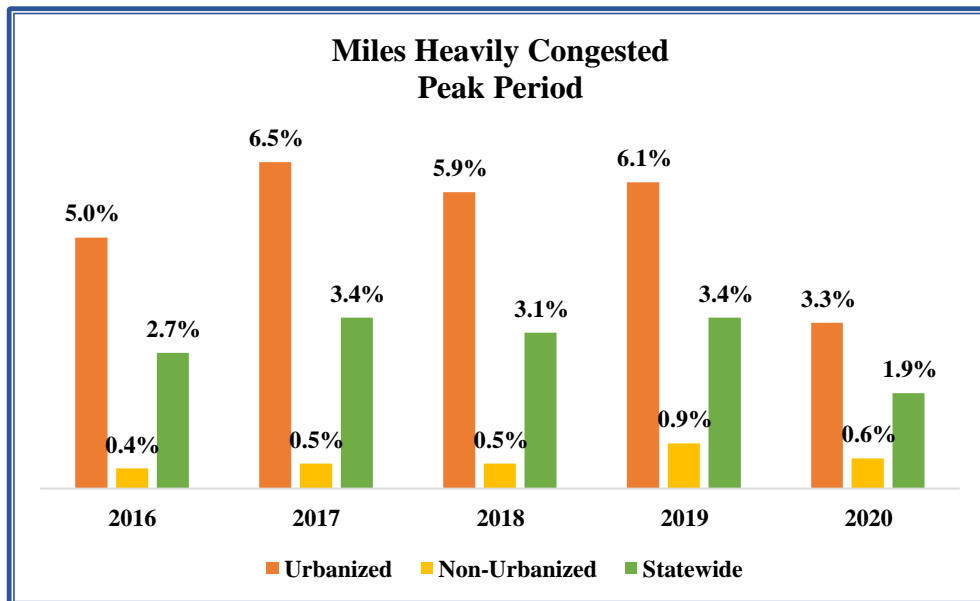


Figure 3

NOTE: The observable drop-off reflected in 2020 is the result of pandemic-related travel levels.

Additionally, the return on the Department's investment in the transportation system can be measured by looking at Vehicle Hours of Delay on the State Highway System (Figure 4). Delay is important because it equates to cost in time and money for individuals and businesses. Vehicle hours of delay information, broken out into subcategories, are reflected below. Data for 2021 is not yet available.

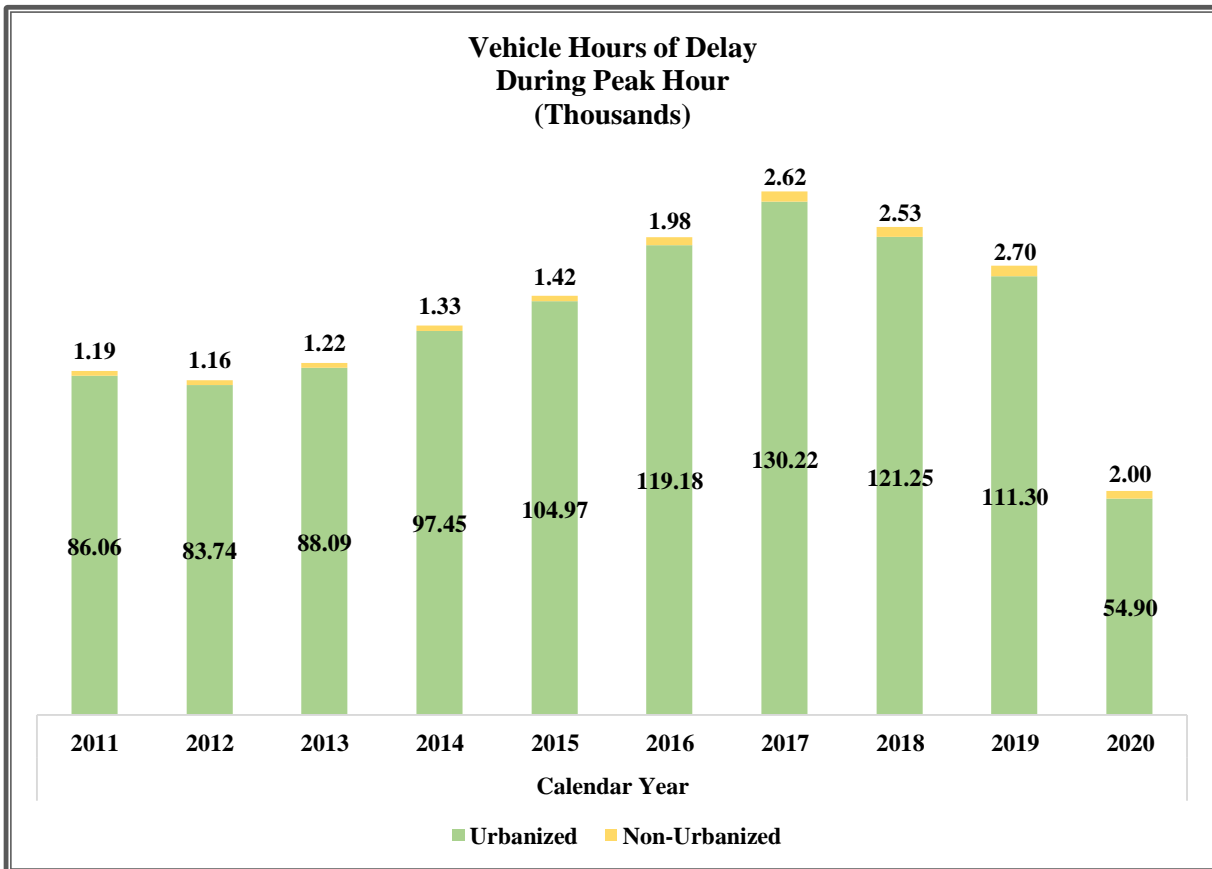


Figure 4

NOTE: The observable drop-off reflected in 2020 is the result of pandemic-related travel levels.

Time and CostContract Time

Those contracts that combine for at least 50% of all additional time.

| District | Contract Number | Project Description | Original Days | Additional Days | Total Days | Total as % of Original |
|----------|-----------------|---|---------------|-----------------|------------|------------------------|
| 7 | T7400 | SR 682/54 TH AVE S FROM 41 ST ST S TO US 19 (SR 55); RESURFACING;CONSTRUCTION | 150 | 373 | 523 | 348.7% |
| 5 | T5637 | SR 33 OVER GREEN SWAMP BRIDGE #110002; BRIDGE REPLACEMENT; CONSTRUCTION | 165 | 409 | 574 | 347.9% |
| 7 | T7386 | CR 490A/HALLS RIVER FROM W OF HALLS RIVER TO E OF HALLS RIVER; BRIDGE REPLACEMENT; CONSTRUCTION | 310 | 651 | 961 | 310.0% |
| 7 | E7L84 | I-275 SUNSHINE SKYWAY FROM BR #150189 TO OVER TAMPA BAY | 365 | 714 | 1,079 | 295.6% |
| 7 | E7M81 | I-275 SKYWAY BRIDGE FROM SOUTHERN END TO NORTHERN END | 143 | 265 | 408 | 285.3% |
| 2 | E2X05 | COMMERCIAL VEHICLE PARKING SYSTEM; ITS FREEWAY MANAGEMENT; PRELIMINARY ENGINEER; DB | 485 | 783 | 1,268 | 261.4% |
| 2 | T2712 | SR 212 (BEACH BLVD) FROM: PARENTAL HOME ROAD TO: CORTEZ ROAD | 300 | 347 | 647 | 215.7% |
| 3 | E3Q53 | SR 8 (I-10) COMMERCIAL VEHICLE TRUCK PARKING SYSTEM | 380 | 413 | 793 | 208.7% |
| 5 | E5Z94 | COUNTYWIDE ATMS-DMS PHASE 1 - SEMINOLE COUNTY | 430 | 375 | 805 | 187.2% |
| 8 | E8N18 | WIDEN HEFT - S OF KILLIAN PKWY TO N OF SW 72ND (19.4-21.87) INC MNGD LNS | 1,220 | 1,036 | 2,256 | 184.9% |
| 4 | T4512 | SR 817/UNIVERSITY DRIVE FROM RIVERSIDE DRIVE TO SAMPLE ROAD | 498 | 339 | 837 | 168.1% |
| 3 | T3533 | SR 30 (US 98) @ SR 368 23RD STREET INTERSECTION PHASE I & II | 970 | 381 | 1,351 | 139.3% |
| 2 | T2579 | SR 200 (A1A) FROM WEST OF RUBIN RD TO EAST OF CR 107/SCOTT RD | 1,200 | 265 | 1,465 | 122.1% |

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Contract Cost

Those contracts that combine for at least 50% of all additional expenditures.

| District | Contract Number | Project Description | Original Amount | Additional Amount | Total Amount | Total as % of Original |
|----------|-----------------|---|-----------------|-------------------|---------------|------------------------|
| 5 | T5637 | SR 33 OVER GREEN SWAMP BRIDGE #110002 | \$3,194,000 | \$3,823,582 | \$7,017,582 | 219.7% |
| 6 | E6K72 | SR A1A/MACARTHUR CAUSEWAY EAST BRIDGE #870077 | \$12,812,183 | \$4,174,748 | \$16,986,931 | 132.6% |
| 6 | E6L23 | SR 5/OLD 7 MI BRIDGE FROM KNIGHTS KEY TO PIGEON KEY | \$33,183,000 | \$9,639,072 | \$42,822,072 | 129.0% |
| 5 | T5668 | I-4/SR 400 FROM E OF SR 434 TO W OF LAKE MARY BLVD | \$19,849,568 | \$4,188,390 | \$24,037,958 | 121.1% |
| 2 | T2579 | SR 200 (A1A) FROM WEST OF RUBIN RD TO EAST OF CR 107/SCOTT RD | \$59,762,436 | \$5,792,975 | \$65,555,411 | 109.7% |
| 3 | T3359 | SR 95 (US 29) FROM SR 8 (I-10) TO N OF SR 10 (US 90A) 9 MILE ROAD | \$48,762,840 | \$4,182,036 | \$52,944,876 | 108.6% |
| 2 | T2573 | SR 200 (A1A) FROM I-95 TO W OF STILL QUARTERS RD/INCLUDES I-95 LIGHTING | \$39,780,618 | \$3,332,705 | \$43,113,323 | 108.4% |
| 2 | T2641 | SR 201 FROM S OF BALDWIN TO N OF BALDWIN (BYPASS) | \$60,165,650 | \$4,384,754 | \$64,550,404 | 107.3% |
| 3 | T3533 | SR 30 (US 98) @ SR 368 23 RD STREET INTERSECTION PHASE I & II | \$67,849,204 | \$4,654,992 | \$72,504,196 | 106.9% |
| 8 | E8Q12 | WIDEN TPK FROM OSCEOLA COUNTY LINE TO BEACHLINE, W/EXP LANES (4 TO 8 LNS) | \$176,826,815 | \$10,126,351 | \$186,953,166 | 105.7% |

Return to page 15 of the report

Photograph Appendix

SunRunner Bus Rapid Transit (BRT) (District 7) PSTA's SunRunner is Tampa Bay's first Bus Rapid Transit (BRT) project offering a modern, fast transportation service designed to connect Downtown St. Pete to the beaches. FDOT provided a quarter of the capital cost (\$11M) and collaborated with PSTA to implement the red-colored transit lanes along Pasadena Avenue (State Road 693). Construction is nearing completion and the BRT is scheduled to start service on October 21, 2022. (Page 8)

I-75 / State Road 70 Interchange (District 1) This project improved approximately 6.75 miles of Interstate 75 from north of University Parkway to south of State Road (SR) 64 and included the reconstruction of the I-75/SR 70 interchange in Manatee County. The SR 70 interchange was converted from its existing partial cloverleaf to a modified diamond interchange design with a single loop in the northwest quadrant. Interchange improvements also included replacement of entrance and exit ramps and added emergency stopping sites on the exit ramps. The project expanded I-75 to an eight-lane highway with three through lanes and an auxiliary lane in each direction; and, rebuilt I-75 bridges over SR 70 and widened I-75 bridges at Braden River. 1.15 miles of SR 70 from east of Tara Boulevard to west of 87th Street were also widened to accommodate the interchange improvements. (Page 12)

I-95 Express Phase 3B-1 (District 4) Work on this 4.8-mile 95 Express project includes widening and converting the existing I-95 HOV Lanes to Managed Lanes which will result in two tolled Express Lanes in each direction; the number of General Use lanes will remain the same. Other project improvements include bridge widenings at Palmetto Park Road and Camino Real, complete bridge replacement at the Hillsboro Canal, noise wall construction, portable traffic monitoring sites, toll gantry installation, Intelligent Transportation System (ITS) installation, ramp signaling at the I-95 entrance ramps from Palmetto Park Road, Express Lane markers and landscape relocation. Major Accomplishment: In November 2021, FDOT activated I-95 managed lanes from Cypress Creek Road to Glades Road. Managed lanes enhance safety, optimize traffic flow, and provide more reliable travel times for longer, regional trips. (Page 14)

I-395/SR 836/I-95 Design-Build Project (District 6) The I-395/SR 836/I-95 Design-Build Project includes constructing a viaduct (double-deck) on SR 836 from NW 17 Avenue to I-395 and widening the eastbound SR 836 ramp to northbound I-95 from one to two lanes and replacing concrete pavement on I-95 from NW 8 Street to NW 29 Street. I-395 will be completely reconstructed and will feature an iconic "signature bridge" spanning the roadway from NW 2 Avenue to SR 5/Biscayne Boulevard in Downtown Miami. The project also features a unique "Underdeck" area beneath I-395, which is being developed in coordination with the City of Miami to provide 33 acres of community spaces. The project began in October 2018 and is scheduled to be completed in summer 2026 at an estimated cost of \$840 million. **Benefits:** The project will increase capacity to ease current and future congestion; improve safety by eliminating existing deficiencies; and improve access at the I-95 Interchange. (Page 17)

I-4 and State Road 557 (District 1) This wildlife corridor in Polk County will reconnect the Hilochee Wildlife Management areas for the first time in half a century. When I-4 was built 50 years ago, it cut through this area. Today, over 100,000 drivers travel on I-4 which making it

impossible for wildlife to cross. The I-4 and SR577 project, which includes a reconstructed interchange at SR 557, cost \$71 million. The safety of wildlife was only one of the reasons for this project. Of major concern was the safety of travelers too. Black bears have been hit on I-4. Drivers who hit a 400-pound animal will do some damage to their car. Those drivers who swerve and miss a black bear, a panther, or a deer can cause a crash that is detrimental to themselves and other motorists. The anticipated completion of the project is the spring of 2023. (Page 18)

State Road 202 (Butler Boulevard) and San Pablo Road Diverging Diamond Interchange (District 2) When it is completed in fall 2022, the interchange improvement project at Butler Boulevard (S.R. 202) and San Pablo Road will be the first diverging diamond interchange completed in Duval County, helping to enhance safety and reduce congestion near the Mayo Clinic in Jacksonville. A diverging diamond interchange (DDI) is a type of interchange where the two directions of traffic briefly drive on the opposite side of the road. This design improves safety by reducing conflict points to 14 from the 26 found in traditional interstate designs and eliminating long left turns crossing traffic lanes to enter or exit the interstate. Additionally, the DDI promotes added efficiency with only two clearance intervals (the time for traffic signals to change from green to yellow to red) instead of the six or more found in other interchange designs. (Page 19)

Pensacola Bay Bridge Replacement Project, Escambia, and Santa Rosa Counties (District 3) The Pensacola Bay Bridge replacement project is an approximately \$440-million effort to replace a four-lane structure constructed in 1960. The previous bridge was deemed structurally deficient, and efforts to maintain and repair it were no longer cost-effective. When completed, the new bridge will consist of two parallel structures, each with three east and three westbound travel lanes, inside and outside shoulders, and adjacent multiuse paths for pedestrians and bicyclists. The eventual eastbound bridge is currently complete and temporarily configured to serve two lanes of both east and westbound traffic. The multi-use path for the eventual eastbound bridge is also open and being used daily by bicyclists and pedestrians. The 1960-era structure has been demolished with much of the debris placed offshore to contribute to fishing reefs managed by Escambia County. The adjacent westbound bridge remains under construction. The contractor's schedule currently estimates completion for early 2023. (Page 21)

I-95 at State Road 16 (District 2) I-95 at State Road 16 improvements in St. Johns County began in fall 2021. As part of the improvements, the department is constructing a new turn lane on westbound State Road 16 to the I-95 southbound entrance ramp, adding a new turn lane on the I-95 northbound exit ramp to State Road 16 and reconfiguring traffic signals at the interchange to improve the flow of traffic. This project is associated with the I-95 resurfacing from State Road 207 to International Golf Parkway, which is scheduled to be completed in summer 2023. Anderson Columbia is completing both improvement projects. The I-95 and State Road 16 improvements are expected to be completed in mid-2024, weather and unforeseen circumstances permitting. (Page 23)

S.R. 388 Widening from S.R. 79 to NWF Beaches International Airport (District 3) The \$51-million S.R. 388 widening project began in February 2019 to construct a four-lane roadway from S.R. 79 to east of Northwest Florida Beaches International Airport. Improvements along the four-mile project include a new traffic signal at the new S.R. 388 and S.R. 79 intersection alignment, a multi-lane roundabout at the entrance to Northwest Florida Beaches International Airport, twin

720-foot bridges over Crooked Creek, a twelve-foot shared-use path along the south side, and buffered bike lanes. Currently work is focused on roundabout construction and opening the Crooked Creek Bridge westbound lanes to motorists. FDOT plans to shift S.R. 388 eastbound traffic going to the airport onto a portion of the new roundabout in September to allow roundabout construction to continue. Next, S.R. 388 westbound lanes from S.R. 77 to S.R. 79 are scheduled to shift onto a portion of the new S.R. 388 roadway late October 2022:

- Westbound traffic will travel through the roundabout, proceed over the new Crooked Creek Bridge and continue to S.R. 79.
- Westbound traffic will also travel through the roundabout to enter the airport.

The project is currently estimated for completion in Spring 2023. (Page 25)

NASA Causeway Bridge (District 5) At the Space Coast, work on the new NASA Causeway Bridge in Brevard County got underway in late 2021. The new twin high-level bridges across the Indian River will not only improve the flow of vehicle traffic over the bridge and maritime traffic under the bridge, but also boost the space industry by allowing for a higher payload to carry large machinery to launch sites. FDOT Secretary Kevin Thibault; Florida House Rep. Thad Altman; Todd Romberger, Senior Vice President of the Spaceports Business Unit at Space Florida; Janet Petro, Director of NASA's Kennedy Space Center; Florida Senator (Leader) Debbie Mayfield; Lt. Governor Jeanette Nuñez; Florida Senator (Chairman) Tom Wright; and Patrick Gavin, staffer for U.S. Congressman Bill Posey, were all present to celebrate the start of construction on the new NASA Causeway Bridge in Brevard County. (Page 28)

Suncoast Parkway Extension (Florida's Turnpike Enterprise) Opened on February 28, 2022, the Suncoast Parkway Extension brings mobility and connectivity between Citrus County and the Tampa Bay area. Extending northward for 13 miles from US 98 to SR 44 in Lecanto, the extension features 15 bridges, 5 wildlife corridors, and a new pedestrian bridge at US 98. As part of the 70-mile SR 589, the Suncoast Parkway Extension increases travel options for commuter, commercial and recreational demand. Included in the project, the very popular and award-winning Suncoast Trail expanded from Hernando County into Citrus County, ending at SR44. (Page 29)

I-75 / SR 56 Diverging Diamond Interchange (District 7) Superior Construction Company Southeast, LLC has reconfigured the I-75 / SR 56 interchange between CR 54 and Cypress Ridge Boulevard in Pasco County. The existing diamond interchange was modified and converted to a diverging diamond interchange (DDI) traffic pattern on May 1, 2022. The main change was to diverge (cross) SR 56 traffic to the left side of the road through the interchange, and then cross vehicles back over to the right side of the road on the opposite side of the interchange. The improvements are helping to alleviate traffic congestion at this interchange to reduce travel time for motorists in the rapidly growing Wesley Chapel area. Construction of this \$33.6 million project is projected to be completed this fall. (Page 31)

Florida's Turnpike Service Plaza Quality Ambassador Program (Florida's Turnpike Enterprise) Created by the Enterprise to enhance the visitor experience at Turnpike Service Plazas, the Service Plaza Quality Ambassador program provides an opportunity to connect with travelers. As customer service professionals, Ambassadors are trained to assist customers with

SunPass questions and activations, service kiosks, travel information and more. They also provide oversight on Service Plaza operations including cleanliness and appearance, quality of service, staffing, safety and building and grounds maintenance. Each Service Plaza has an assigned Ambassador who is easily identified by standard uniform and FDOT identification. (Page 33)

**For more information,
please contact:**

The Florida Transportation Commission



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Mail Station 9
Tallahassee, Florida 32399-0450**

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Fax: (850) 414-4234**

www.ftc.state.fl.us

